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## KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon ...Dep.	8.45	9.05	9.30	9.55	10.20	10.45	11.10	11.35	11.55	12.20	12.45
Yamat ...Dep.	8.49	9.09	9.34	9.59	10.24	10.49	11.14	11.39	11.59	12.24	12.49
Shatin ...Dep.	9.01	9.21	9.46	10.01	10.26	10.51	11.16	11.41	12.01	12.26	12.51
Tai Po Market Dep.	9.10	9.30	9.55	10.10	10.35	11.00	11.25	11.50	12.10	12.35	13.00
Tai Po ...Dep.	9.20	9.40	10.05	10.30	10.55	11.20	11.45	12.10	12.30	12.55	13.20
Sham Shui ...Dep.	9.30	9.50	10.15	10.40	11.05	11.30	11.55	12.20	12.40	13.05	13.30
Sham Shui ...Arr.	7.41	8.01	8.26	8.51	9.16	9.41	10.06	10.31	10.51	11.16	11.41
Canton ...Arr.	1.02	1.22	1.47	2.02	2.27	2.52	3.17	3.42	4.02	4.27	4.52

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	—
Sham Shui ...Dep.	7.18	8.05	10.35	11.40	12.18	2.25	4.28	5.40	6.45	7.35	—
Sham Shui ...Dep.	7.25	8.12	10.42	11.47	12.25	4.32	4.45	5.50	6.55	7.45	—
Shatin ...Dep.	7.30	8.18	10.48	11.53	12.31	4.37	4.50	6.00	7.05	7.55	—
Tai Po Market Dep.	7.40	8.28	10.58	12.03	12.41	4.47	5.00	6.10	7.15	8.05	—
Tai Po ...Dep.	7.44	8.32	11.01	12.06	12.44	4.51	5.04	6.15	7.20	8.10	—
Sham Shui ...Dep.	7.57	8.44	11.14	12.19	12.57	5.04	5.17	6.28	7.33	8.23	—
Shatin ...Dep.	8.11	8.58	11.28	12.33	13.11	5.18	5.31	6.42	7.47	8.37	—
Yamat ...Dep.	8.17	9.04	11.34	12.39	13.17	5.24	5.37	6.48	7.53	8.43	—
Kowloon ...Arr.	—	—	—	—	—	—	—	—	—	—	8.06

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## Our London Letter.

### THE PRINCES' JOURNEY.

NO FUSS AND NO CEREMONY.

GIRL STOWAWAYS ON THE INCREASE.

RUMOURS REGARDING LORD BIRKENHEAD.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 8th.  
Nothing could have been more modest than the departure of the Prince of Wales and the Duke of Gloucester for their 3,300 miles East African tour. It is to be a real holiday, and will occupy five months. They started from Victoria just like any ordinary travellers by the boat express to Dover, en route for Marseilles to join the P. & O. liner *Kaiser-i-Hind* for Egypt. There was no ceremony, no official leave-taking, and no formality. The Prince and his brother might have been going for a day's hunting. There was the usual crowd of friends off, and the Royal brothers walked along the platform to their carriage talking quietly to each other. Even the porters paid little attention to the Royal departure; they were most interested in luggage.

#### On The Train.

The Princes travelled to Dover in a saloon carriage which bore no label. Within the lighted compartment dainty tea things and plates of cakes were spread on each of the little tables. One or two suit cases and a big bag of golf clubs were the only articles of luggage belonging to the Prince of Wales taken on the train. The rest of the equipment had been sent on in advance. As the Royal travellers and their suites boarded the train the crowd surged forward to within a few feet of the saloon, for there were no barriers and no policemen to keep them back. Messenger boys and chocolate girls were foremost among the throng that were waving handkerchiefs and cheering; and as the train moved off a cry of "Good luck, Sir," from a shrill-voiced messenger boy was heard above the cheers. Thus London had its last glimpse of the popular Prince of Wales for five months.

It was the most informal Royal departure ever known. But it is just this love of being able to lead as far as possible the life of an ordinary English gentleman which endears the Prince to his fellow-countrymen.

#### The Passing Of Park Lane.

The face of London continues to change and the latest design to alter what has been familiar is concerned with Park Lane. The famous street overlooking Hyde Park has for generations been the home of the immensely wealthy; but now a scheme has been launched to transform Park Lane into a new Oxford Street with great shops that will make it the most important business centre in the West End.

Park Lane has long been threatened. In the last few years some of the big houses have been demolished to make room for luxurious flats. One of the first to go was the huge mansion of the old Duke of Cambridge at the Piccadilly end of the street; and since then other houses belonging to famous families have disappeared. It is in contemplation to convert by easy stages the whole of Mayfair, west of Bond Street, into a business centre. Before many years have passed we shall see Grosvenor Square, Cavendish Square and Hanover Square turned into a region of shops. Many will regret the transformation of this part of London, especially Park Lane, which is picturesque and not without its romance.

#### Girl As Stowaway.

A few weeks ago a young woman who was found on an outward-bound liner and carried across the Atlantic was sent to prison for a month. Now another case is reported. A girl and her mother took advantage of the hospitality extended by the Cunard Company to those who are seeing friends away on a voyage and had lunch aboard the ship. When the bell rang for (Continued on next column).

## TRANSPORT IN BERLIN.

### PROPOSED AMALGAMATION OF THREE SYSTEMS.

A further step has been taken towards the unification of transport in Berlin. The traffic committee of the Municipal Council has approved a Bill amalgamating the three existing transport enterprises—the tramway company, the electric railway company, and the omnibus company—into a single undertaking, with a capital of 400,000,000 marks (£20,000,000), to be known as the Berlin Traffic Company (Berliner Verkehr A.G.). The way has been prepared for this amalgamation by the acquisition by the municipality of all stock in the three companies, and by the introduction of a uniform 20 Pfennig (nearly 2d.) ticket, which enables the passenger to reach his destination by tramway, omnibus, or electric railway, and to change twice, either to different vehicles of the same service or from one form of transport to the other, provided that the changes all take him in the same direction and are accomplished within a certain time.

The Socialists, who on such questions have a majority with the Communists at the Rathaus, are largely responsible for the amalgamation scheme, are jubilant at finding their goal in sight. For many years a traffic company with a capital of 400,000,000 marks, entirely in the hands of a municipality—Germany, or even Europe, has seen nothing like it hitherto! The capital of the Reich will in future be indisputable master of the traffic in its own streets. The Bill still has, however, to be passed by the Municipal Council.

visitors to go ashore the girl slipped away from her mother and hid herself in a cabin. But the girl was discovered before the ship had proceeded far, and fortunately for the young stowaway the captain took a lenient view of the matter when she said she did it "for fun." But a tug had to be sent out to bring her back.

A friend who has knowledge of the subject tells me that while stowaways have always been a trouble to owners and captains of ships, it is a long time since there have been so many as in recent months. In the last few weeks four cases have been reported in the newspapers; but a very large number of passengers are the chief sufferers from this form of annoyance. Probably because there are so many people on board it is comparatively easy for an individual to hide till the ship is at sea. A curious fact is that girl stowaways are on the increase. In most cases it is due to a craving for excitement, and in others—as in the instance mentioned above—it is done just "for fun."

#### Lord Birkenhead.

There is a flutter of mild excitement at the report that Lord Birkenhead is to resign from the Government as Secretary for India and go into the City. He has refused to confirm the report; but on the other hand he will not deny it. Silence often means consent. It is said he desired to resign a year ago when a fustian was made because he was then writing articles for the newspapers. The great squares of confidential information which they might be tempted to use for newspaper purposes. The Prime Minister put a bar on the journalist activities of his Cabinet colleague, and it is well known that Lord Birkenhead resented it, but remained in office out of loyalty to his Chief and the Party.

If Lord Birkenhead does leave politics it will probably be to write for the papers, or else to join one of the big insurance companies. The insurance world is looking out for men of great ability who have freshness of ideas, legal knowledge, and a bold conception of affairs. But journalism also has its attractions for his lordship, who may have Mr. Lloyd George's success in mind. Mr. Lloyd George has admitted that in four years he made £20,000 by writing a weekly syndicated article for American newspapers. This is a far bigger prize than can be obtained in the political field. A Prime Minister only receives £5,000 a year in salary, and there is no pension attached to the office. Having been Lord Chancellor, Lord Birkenhead is precluded from becoming Premier, though as an ex-Chancellor he receives a pension of £5,000 per annum.—H.B.

## DIARY OF EVENTS.

To-day.  
(October 3rd.)  
Seaman's Institute Whist Drive.  
Union Church, Farwell Meeting for Rev. J. Kirk Macdonald, 5 p.m.  
Hockey: Club v. K.O.S.B., U.S.R.C. ground, 5.15 p.m.  
Football League: First Division: Small Heath v. K.O.S.B.; Second Division: K.O.S.B. v. Queen's; Midweek League: Lam Long Wan v. P.W.D. Chinese, Chinese Athletic v. Police, South China v. Ewa Chinese.

Queen's Theatre: "Spring Fever."  
World Theatre: "What Price Glory."  
Star Theatre: "Fast and Furious."  
Tea Dance: H.K. Hotel, 4.30 p.m.  
Principal Malls:—Outward: Europe via Vancouver and Europe via Siberia (Empress of Canada), 10 a.m.

Thursday.  
(October 4th.)  
Billiards League: R.E. and R.C. v. K.O.S.B.; Queen's v. Royal Artillery; Warders v. C. and P.O. Club; Dockyard v. Water Police; Land Police v. Garrison Mess.  
Grand Tattoo, Sookunpoo, 8.30 p.m.  
Technical Institute reopens.  
Queen's Theatre: "Two Lovers."  
World Theatre: "What Price Glory."  
Star Theatre: "The Road To Romance."  
Tea Dance: H.K. Hotel, 4.30 p.m.

Friday.  
(October 5th.)  
Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.  
Grand Tattoo, Sookunpoo, 8.30 p.m.  
Referees Association Meeting, Scandal Point, 6 p.m.  
Queen's Theatre: "Two Lovers."  
World Theatre: "What Price Glory."  
Star Theatre: "The Road To Romance."  
Tea Dance: H.K. Hotel, 4.30 p.m.

Saturday.  
(October 6th.)  
Garrison School Swimming Sports, V.R.C., 10.30 a.m.  
Extra Race Meeting, Happy Valley, 2.30 p.m.  
Grand Tattoo, Sookunpoo, 8.30 p.m.  
Golf: Autumn Meeting, Fanling.  
Ladies Recreation Club, American Tournament, 2.30 p.m.  
Cricket:—Division I: Indian R.C. v. University (F.).  
Football: First Division: Kowloon v. Chinese Athletic, Royal Artillery v. Police, Navy v. Queen's, Recreation v. Small Units, Club v. South China; Second Division: Recreation v. St. Joseph's, South China "A" v. Club, Small Units v. Royal Artillery, South China "B" v. Chinese "B", Royal Air Force v. Navy, Kowloon v. Eastern, Chinese "A" v. University.

Lawn Bowls:—Division II: Craigengower v. Kowloon Bowling Green, Kowloon C.C. v. Recreation "A", Recreation "B" v. Taikoo, East Point v. Yacht Club.  
Queen's Theatre: "Two Lovers."  
World Theatre: "What Price Glory."  
Star Theatre: "The Road To Romance."  
Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.  
Principal Malls:—Outward: Europe via Victoria, B.C. (Protestant), 10.30 a.m.; Europe via Siberia (Swansea), 6 p.m.; Europe via Marseilles (Fushimi Maru), 9 a.m.

Sunday.  
(October 7th.)  
18th Sunday after Trinity.  
Golf: Autumn Meeting, Fanling.  
Chinese Aquatic Sports, North Point, 2 p.m.  
Tea Dance: H.K. Hotel, 4.30 p.m.  
Principal Malls:—Inward: Europe via Negapatam, letters only (Benares).

Monday.  
(October 8th.)  
Extra Race Meeting, Happy Valley, 2.30 p.m.  
Golf: Autumn Meeting, Fanling.  
Chinese Aquatic Sports, North Point, 2 p.m.  
Tea Dance: H.K. Hotel, 4.30 p.m.  
Principal Malls:—Outward: Europe via San Francisco and Europe via Siberia (President Cleveland), 6.00 a.m.

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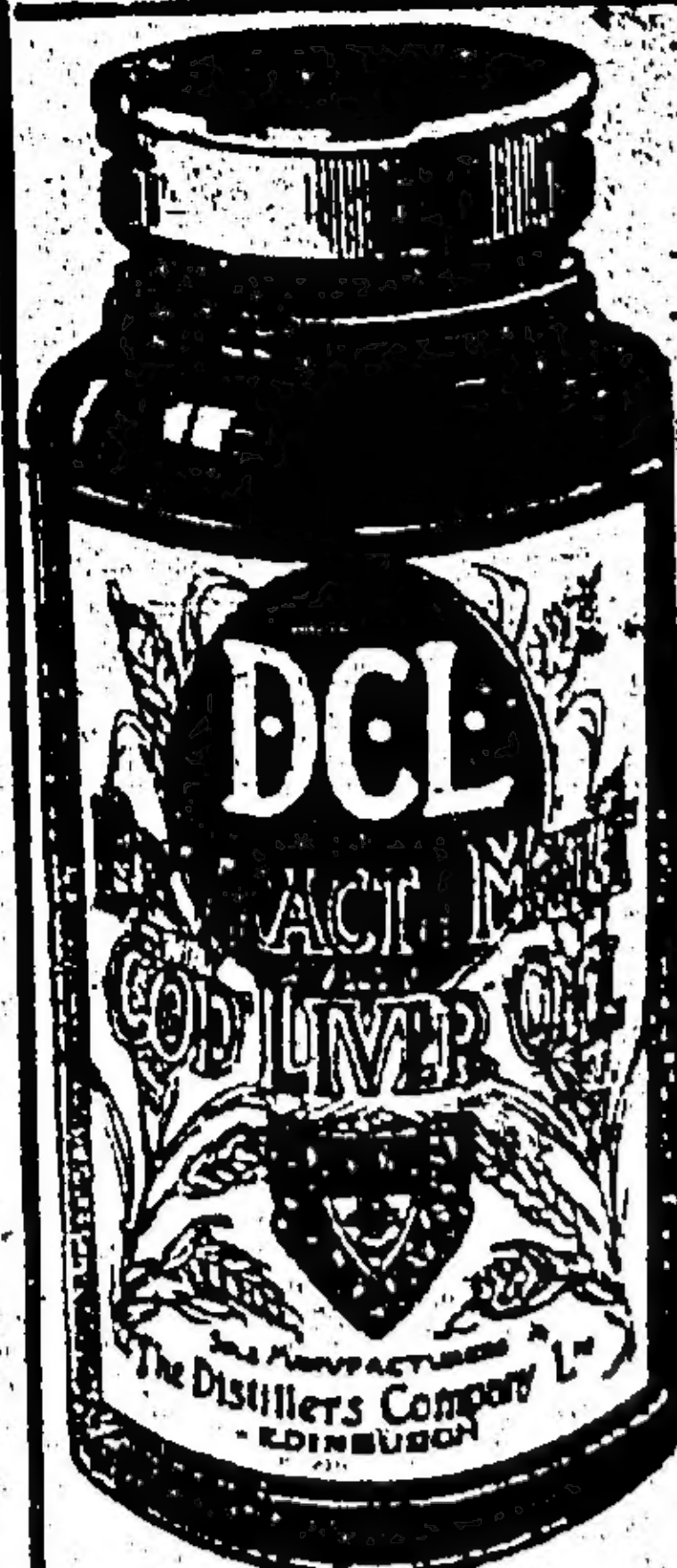
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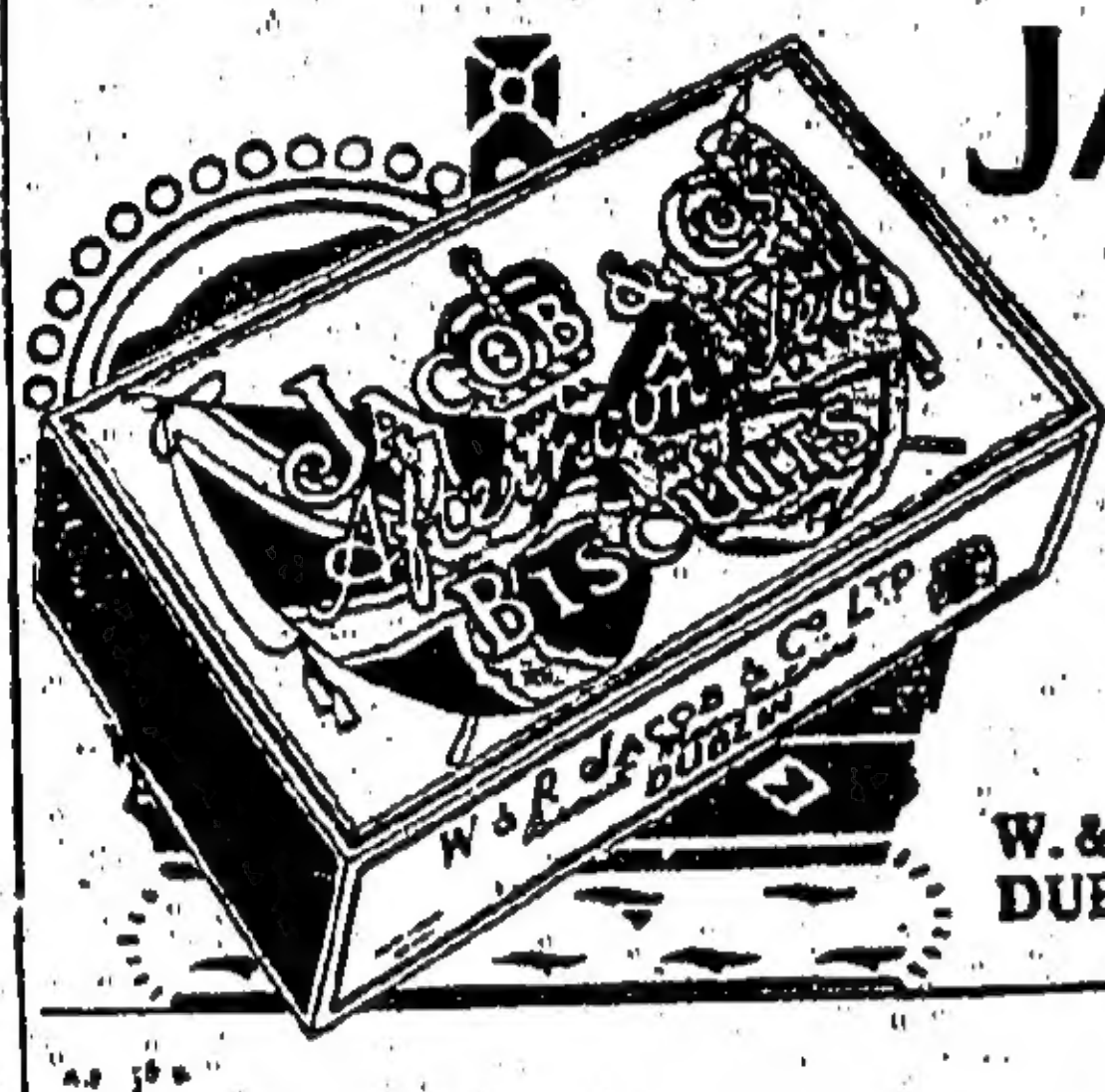
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## ALLEGED MURDER AT LONDON ZOO.

### ELEPHANT TRAINER IN COURT.

San Dwe, otherwise San Dwe Nari, known as Saindy Wee, elephant keeper at the Zoological Gardens, was last month brought up on remand at the Marylebone Police Court on the charge of murdering Said Ali, another elephant keeper at the Zoo on August 24th.

Mr. L. A. Byrne (instructed by Mr. F. Freke Palmer) appeared for the defence.

Mr. Vincent Evans, opening the case for the Director of Public Prosecutions, said that Ali had been employed at the Zoological Gardens from about 1922. He was employed only in the summer months for the purpose of training elephants that children might ride on them. In the winter he would go to his home, which was in Calcutta. San Dwe was a Burmese and by religion a Christian, while Said Ali was a Mahomedan. San Dwe came to England with five other men in charge of a white elephant, and afterwards went to America and returned for a short time in the spring. When the elephant returned to Burma the authorities at the Zoo asked whether the accused might remain. Two elephants had been giving trouble in March, and it was suggested that the accused might remain and look after these two.

### Elephant Driver's Tips.

In June last Ali returned to England from Calcutta and took over the care of these two elephants, and San Dwe was then sent to the sanatorium, where he had charge of the baby elephants, but did not have to drive them. He (Mr. Evans) mentioned that the drivers of elephants had an opportunity of picking up extra money by means of tips—pennies given to the elephants. Ali was paid £2 10s. a week, and his tips brought him in about £3 a week, while San Dwe's wages were only £2 a week and no tips. When the white elephant returned San Dwe was given accommodation over the Tapir House, which Ali shared with him when he returned in June.

Continuing, Mr. Evans said that at 12.30 a.m. on August 25th Police-constable Evans and Police-constable Buzzy, who were on duty in the Outer Circle, Regent's Park, heard groans coming from the Zoological Gardens, and getting to the wall into the grounds, they found San Dwe lying on the ground by the Tapir House, holding his foot and groaning. He made a number of incoherent statements. While the ambulance was being sent for, Dr. Vevers, superintendent of the Zoo, and Mr. Hicks, assistant superintendent, arrived, and the latter, recognizing the accused, went to the Tapir House to inquire about Ali. Ali was found lying on his bed with the right side of his head very badly battered and covered with blood. There were also three wounds on the body. A pick-axe was lying at the foot of the bed. San Dwe was questioned as to what had happened, and replied: "Four men tried to kill me." Asked where Ali was, the prisoner replied, "He is finished. The four men killed him." Ali was dead on arrival at the Hampstead General Hospital, and San Dwe, certified to be suffering from hysteria and a small wound on the foot, was removed to St. Pancras Infirmary, where he was placed in a mental ward.

### Scene At Tapir House.

Inspector Askew went to the Zoo and examined the rooms at the Tapir House. In the living room, leaning up against the wall by the door leading into the bedroom, he found a blood-stained sledgehammer and a green wooden box belonging to Ali, which had been broken open, either with the sledgehammer or with a pick-axe which was found in the bedroom. On the top of the box there were two bags of coppers in a paper bag, and between the sheet and the mattress of Ali's bed a wallet containing £36 10s. in currency notes. A Post Office Savings Bank book showed that Ali had £20 deposited in the bank was also found. The windows of the bedroom were closed, with the exception of the window nearest to San Dwe's bed. Outside this window there was a mark on the tiles as if someone had slipped on them, and immediately underneath the window were two blankets and a woollen scarf. The bulbs of the electric lights in both rooms had been removed, and were found outside. Apparently they had been thrown out of the window. There were marks on the door leading into the living-room, as if it had been burst open.

He (Mr. Evans) submitted that the door was deliberately broken open by the accused, in order to give colour to his story that other people had broken in.

### Accused Man's Story.

Proceeding, Mr. Evans said that on August 25th San Dwe made a statement to Inspector Askew, in which he said that Ali went out to (Continued on next column)

## MR. CHAPLIN'S TROUSERS.

### MUST NOT BE COPIED.

After the long hearing of a lawsuit in the United States Court of Appeal it has been decided that Mr. Charles Chaplin's baggy trousers, large-sized ill-fitting shoes, shrunken coat, and little stick are copyright and must not be copied by other actors.

The decision was much discussed in London theatrical circles.

If Mr. Chaplin's peculiar clothes and make-up are his own copyright what about Mr. George Robey's thick black eye-brows, Sir Harry Lauder's comic walking-stick, Mr. Harry Tate's famous moustache, and Mr. Billy Bennett's army boots, and other "almost a gentleman" rig-out?

Are these copyrights? Mr. Billy Merson, the comedian, said that in his opinion copyright in stage clothes and make-up is "all nonsense."

I would not care twopence if someone came on dressed to resemble me. There is nothing original in what any of us do; we have all copied someone else, even if we have done so subconsciously.

Chaplin would be just as good without his funny clothes, George Robey just as funny without eye-brows, Harry Lauder just as successful without his twisted walking-stick. The things that really matter are the personality and the ability of the artist.

Mr. Billy Bennett said: I think that Mr. Chaplin is quite right to stop the copying. If people begin to copy me I would certainly stop them if I could.

A distinctive make-up and get-up is about 25 per cent. of an artist's stock-in-trade.

buy some things at a shop in Park Street, and returned to the Tapir House at 9.30, locking the door at the top of the stairs. Afterwards he put out the electric light, and stood by the bedroom window, calling San Dwe's attention to some men and women standing by the fence below. The statement continued:—

He said they were like animals. He used swear words, and two Englishmen shout back, "Shut up, you black man. Shut up." After this talk I went to sleep. Said Ali was not in bed. I was awakened by a light on the bed just close to me. There were two lights. Said Ali said, "Who are you?" or "What do you want?" They then hit Said Ali, and I rolled off the bed and landed, but just beside, and I heard Said Ali's noise very big; then a cry, and a man said, "You all right. You stop there." I heard a noise of beating. Said Ali very quick. Then I remember which way can I get out. I remember I keep one window open only, and I take some of my blankets and jump out of the window. Then I thought I would call out, but I cannot breathe. I cannot run. I walk a little. I creep. I call out, and a policeman come. I saw two lights, but I think three or four men. I cannot see the men. I only heard his voice.

If they ask me if I like Said Ali I say, No. I don't like him. I play my music, and Said Ali do not like it. I want to see my friends to tell all my friends of what had happen. I want it put all in the paper. I should be satisfied if I die with Said Ali. I know people won't believe me. I want to go to the church at Barking for two weeks. I know Said Ali was dead from the noise. I have read over this statement, and it is true.

In the submission of the prosecution, said Mr. Evans, the story told by San Dwe as to the attack on Said Ali was a concoction. He had given a number of accounts of what occurred, sometimes stating that there were four men, sometimes two, and sometimes that there was only one man who made the attack. Evidence would be called to show that no strange men were seen lurking in the vicinity that night. It would appear from the way Ali was found that he was hit while he was asleep in bed, the motive for the attack being robbery, or possibly jealousy. So far as one could tell no money was taken, but evidence would be called to show that San Dwe and Ali were not on good terms.

Sir Bernard Spilbury gave evidence similar to that given by him at the inquest, and said that Ali must have had three blows on the head, four on the chest, and one on the right arm.

Dr. Gwendolen Meyer, medical casualty officer at the Hampstead General Hospital, in reply to Mr. Byrne said that San Dwe, when admitted, showed symptoms of being very excited, but he was not foaming at the mouth. He appeared frightened and spoke incoherently.

Mr. Hay Hallett, the magistrate, called attention to the reply of Dr. Watson, assistant medical officer at Brixton Prison, to a request for a report on the prisoner's physical and mental condition. Dr. Watson wrote: "I am not prepared to express an opinion as to the state of mind of this prisoner until I have examined the depositions and other relevant documents." Such a reply was unheard of, said the magistrate. It was not the doctor's business to examine the depositions.

The accused was remanded.

## HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPER-INTENDENT OF POLICE.]

### Grand Tattoo—October 4th, 5th And 6th.

The services of the following Police Reservists for Police duty at the Grand Tattoo are accepted, and they will report as follows:—

CHINESE COMPANY.—One Sergeant and 19 constables will report each night at Central Police Station at 6.15 p.m. sharp.

INDIAN COMPANY.—One Sergeant and nine constables, those residing in Central District, Western District, and Kowloon will fall in at Central Police Station at 6.15 p.m. sharp each night, and those residing in Eastern District will fall in each night at Great George Street at 7 p.m. instead of at Sookunpoo as previously warned.

FIXING SQUAD.—One Sergeant and 19 constables (for Traffic Duty) will parade with their motor cycles at Central Police Station at 6.15 p.m. sharp on each night.

SHARPSHOOTERS' Co.—A Guard of one sergeant and three constables for duty each evening at H.E. the Governor's box. The guard will assemble each evening at No. 2 Police Station and proceed by car to be at their post by 8 p.m.

The usual weekly parade for Squad Drill and Rifle Exercises will not be held on Thursday, October 4th.

### Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Tuesdays, October 2nd and 9th, at 6 p.m. sharp. All members of the Chinese and Indian Companies and of the Flying Squad who have not yet passed Part II of Training Course must attend.

### Chinese Company.

OFFICIAL BADGE.—The following members of the Chinese Company have qualified for possession of the Police Reserve Badge:—

Constables R10 Edward War, R12 Chung Man Lu, R22 Leung Kwong Choi, R23 Ho Shit Yu, R31 Kei Shun Mark, R40 Ng Chi Lau, R50 Yeung Kwan Sui, R77 Pun Hon Yin, and R88 Lawrence S. Y. Wong.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, October 11th, for the monthly inspection of arms, equipment, etc., by the Company Commander. At this parade, Dr. S. W. Tso, O.B.E., LL.D., Hon. Commissioner of Police (Reserve) will present the Police Reserve Badge to those who have qualified for same; every member is requested to keep the date open.

### Indian Company.

All ranks of the Indian Company will parade at Central Police Station for Drill under Serjt. Condon on Tuesday, October 9th. Fall in at 5.30 p.m. sharp. Dress: White uniform, belt and cap with white cover. Those men who were absent from the previous parade will also carry truncheon, whistle, armband, "Pocket Policeman," and note-book for inspection by the Company Commander.

### Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, October 2nd. Fall in at the Tsingtau Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

There will be no instructional patrol of the Hong Kong Section on Thursday, October 4th.

### Sharpshooters' Company.

STRANGET.—Constable R413 Wm. G. Routley has been taken on the strength of the Sharpshooters' Company as from September 22nd.

Members of the Sharpshooters' Company are reminded of the revolver practice to be held on Sunday, October 7th, at 10 a.m., for details, see last week's orders.

(Sgd.) W. KERR, A.S.P.,  
Adjutant.

Hong Kong, October 2nd, 1928.

## EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 1st.	
Paris	124.05
New York	4.84.31/32
Brussels	34.90
Geneva	25.19
Amsterdam	12.06 1/2
Milan	62.50
Berlin	20.24
Stockholm	18.13
Copenhagen	18.19
Oslo	18.19
Vienna	34.44 1/2
Trague	162 1/2
Helsingfors	192 1/2
Madrid	28.57 1/2
Lisbon	107 1/2
Athens	37 1/2
Bucharest	79 1/2
Rio	5.29/32
Buenos Aires	47.11/32
Bombay	1/8
Yokohama	1/10.21/32
Shanghai	2/7
Hong Kong	2/0
Silver (spot)	268
Silver (forward)	29.11/16

## HONG KONG STOCK EXCHANGE.

### CLOSING QUOTATIONS.

October 2nd, 1928.	
B.K. Bank	£1.33 1/4 buy.
Do. London	£1.40 nom.
Chartered Bank	£23 buy.
Comptoir d'Escompte	£48.23 1/2 nom.
Do.	£214 nom.
F. & O. Bank	£29 nom.
East Asia Bank	£77 nom.
Quanton Insurance	£380 buy.
Union Insurance	£374 buy.
North China Ins.	£150 buy.
Yong Sang Insurance	£43 nom.
China Underwriters	£24 buy.
China Fire Insurance	£275 buy.
Hong Kong Fire Ins.	£800 sol.
Do.	£181 nom.
H.K. Steamboats	£277 buy.
H.K. Tugs	£3 nom.
Indo-China (Fret)	£79 buy.
Do. (Do.)	£157 nom.
Shanghai Insurance	£82 buy.
Bank of China	£215 buy.
Kailan Mining Admin.	£65 buy.
Langkate (combined)	£12 9/16 nom.
Do. (single)	£12 5/16 nom.
S'hai Explorations	£12 2 1/2 nom.
Shanghai Loans	£12 3/16 nom.
Banks	£4 nom.
Tonghai Mining	£178 nom.
H.K. & W. Bank	£133 1/2 ss.
H.K. & W. Bank	£37 nom.
China Provident	£34 buy, £30 ss.
Hongkong	£156 nom.
New Engineering	£12 1/2 buy.
Shanghai Dock	£11.108 buy.
Shanghai Dock	£11.1185 buy.
Kwo Cottons	£12.11.90 ss.
Oriental Cottons	£12 1/2 ss.
S'hai Cottons (old)	£12 1/2 ss.
Do. (new)	£12 1/2 ss.
H.K. & S. Hotels	£2.70 ss, £8.50 ss.
H.K. Lands	£62 buy, 67 ss.
Shanghai Lands	£1.138 buy.
Hampshire Estates	£1.510 buy.
H.K. Realities	£2.80 buy, 2.70 ss.
H.K. Tramways	£24 buy, 24 1/2 ss.
Do. (old)	£12 buy.
Do. (new)	£12.50 buy.
Star Ferry	£67 buy, 68 ss.
China Lights (old)	£13 buy.
Do. (new)	£13 buy.
Do. (1928 issue)	£12.90 buy.
H.K. Electric (old)	£53 buy, 53 1/2 ss.
Do. (new)	£52 buy, 52 1/2 ss.
Macao Electric	£36 buy.
Telephones	£7.15 buy, even rights
Do.	£5.80 buy, 2 rights
China Buses	£11 buy.
Singapore Theatres	£17 buy, 17 1/2 ss.
Do. (Fret)	£18 buy, 19 1/2 ss.
China Sugar	£1 nom.
Malayan Sugar	£17 nom.
Caution Loan	£3 nom.
Cementa (combined)	£9.90 nom.
Do. (old)	£2 nom.
Do. (new)	£1 nom.
H.K. Bopas (old)	£7.10 buy, 7 1/2 ss.
Do. (new)	£7.05 buy.
United Asbestos	£2.80 nom.
Dairy Farms	£12.50 nom.
Watsons	£14 nom.
Do. A Wing	£0.50 nom.
Lane Crawford	£2 buy.
Mackintosh	£20 nom.
Simons	£39 buy.
Wm. Powell	£3 buy.
H.A. Amusements	£22 ss.
H.K. Constructions	£11 buy.
S'que Indus. G. & S. Bonds	£4 1/2 buy.
H.K. Govt. Loans	6 1/2 prou. buy.
buy—buyers; sel.—sellers; ss.—sales; nom.—nominal.	

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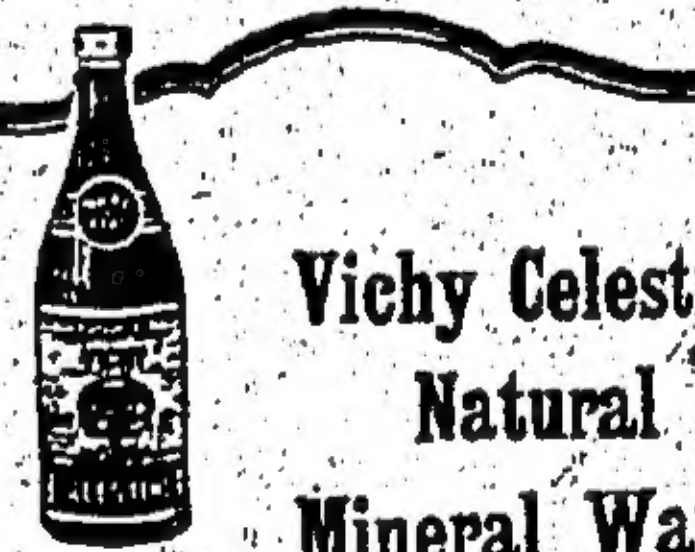
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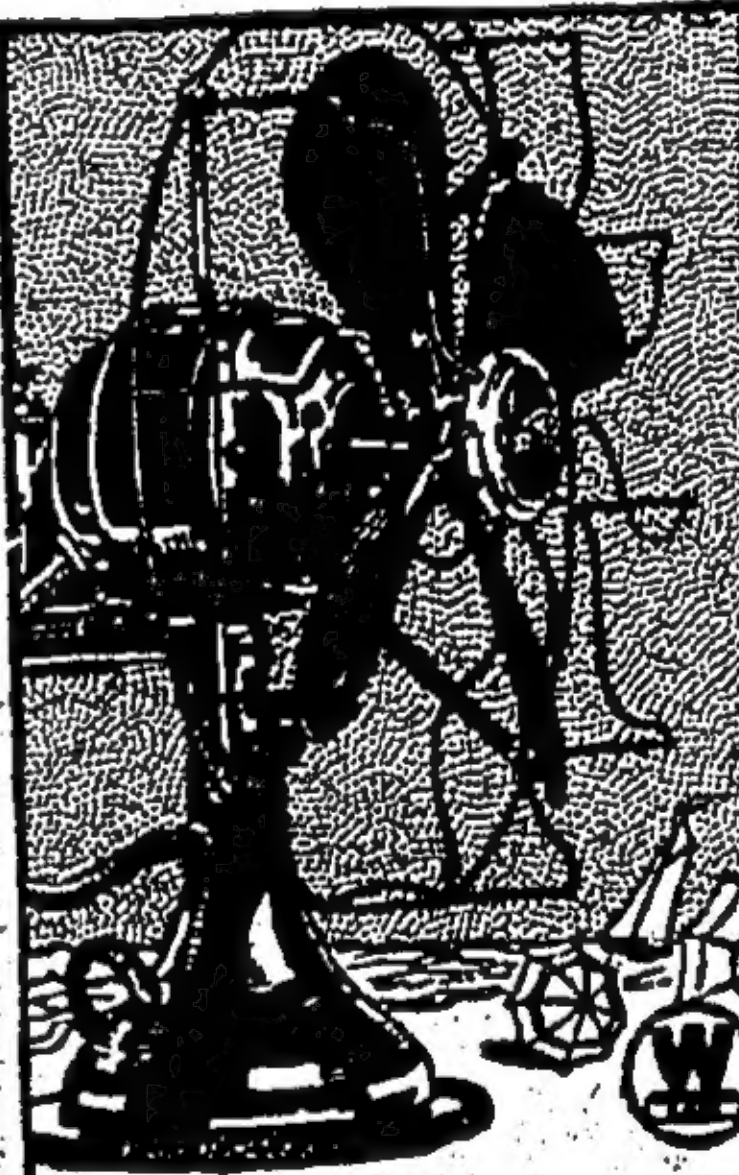
from the famous Celestins spring, is a very pleasant corrective for gastric troubles and liver disorders.

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July 1928 to June 1929

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## SHANGHAI KIDNAPPERS.

LAST REQUEST TO PROVISIONAL COURT.

MINOR REQUESTS GRANTED.

SHANGHAI, September 27th.

The remaining batch of 11 prisoners held at the Provisional Court awaiting execution at the hands of the Chinese authorities, yesterday followed their 10 predecessors of the day before and were taken to Lung-hua where the sentences of the Court were carried out in the late afternoon.

As in the previous instance they were each given an opportunity to make a last statement before a Court composed of Judge Taeng and Senior Consul's Deputy, Mr. Burdett, but unlike their companions on the day before the majority confessed their crimes and the hearings were largely given up to matters more or less trifling, which seemingly were their last thoughts to be aired.

Too Kindly Officials.

Humour of a grim ironic kind was again the keynote and was largely abetted by the officials of the Court who, on hearing of a last request of one of the accused that he would like some wine, raised a fund and the wish was granted. Too much so for the smooth running of the Court's machinery, it later turned out.

The Prison Menu.

Another utilized his last statement to make a violent harangue about the food provided in prison and spoke until forcibly quieted by the attaches. He did admit his guilt and was little concerned over his coming execution, but the question of "chow" gave him great concern.

Still another faced the Court arrayed in a long far-lined gown which he requested should be sold to provide him with a coffin. The Court stated that every consideration would be given to his wishes and after a profound bow and thanks to the police, who had led him into a room, he quietly walked back to the ward room and was easily the most composed of the lot.

The question of the gaol's food was again brought up by another of the accused who managed to reach the prisoner's bar only after entangling alliances with a large stanchion upholding the ceiling. Finding he could not get through it he took a roundabout course which was only completed after three complete turns of himself not unlike pirouettes that caused him as much amusement as the spectators. He admitted his crimes and was content to face his doom after learning that relatives had given one of the officials of the convey sufficient money to provide him with a coffin. The money was to be turned over to the Chinese officials, and on being assured of this, he meandered from the box.

A Sad Note.

But stark drama entered the court and brought a more sober frame of mind to all concerned when one of the accused asked as a last request that he be given news of his wife who was a prisoner in a local gaol and was expected to give birth to a child the day before.

Always giving each prisoner his say and most deferential in every respect to the condemned men, the Court held up proceedings until the condition of his wife was ascertained and when given the news he broke down and wept, leaving the room with tears streaming down his face. The woman had died in childbirth and though the infant was living it had been taken up country by its maternal grandfather.

Of A Higher Type.

On the whole the men seemed a higher type than those of the day before, who were members of the Dixwell Road gang of kidnappers. These were not only better dressed but seemed more conversant with soap and water. They looked in several cases as though they might be moderately substantial shopkeepers and the one who possessed the fur coat helped the police to some extent by trying to keep order among his companions on their way into the van. He was older and seemed far more intelligent, but like the others he was a confessed kidnapper and went to his fate with the same composure he would assume in going about a more honourable business.

One of the younger of the lot made the plea that he did not want his parents to know what an infamous death he had met and following out his wishes the Court gave orders that he be reported as having died in army service. This done, he thanked the Court and left the room.—N.O. Daily News.

## CHINESE PRINTING.

50,000 CHARACTERS BEING MADE.

SHANGHAI FIRM'S BIG TASK.

SHANGHAI.

One of the large European printing establishments of Shanghai has under way an undertaking in the nature of type manufacture without parallel anywhere. It is the preparation of a set of Chinese type which will include approximately 10,000 characters, the most comprehensive set thus far made by anyone. Each character will be made in five sizes, bringing the total number to about 50,000. The work has been in progress already for more than three years and nearly four more will be required to complete it.

The labour of making Chinese type is slow and arduous. Each character is photo-engraved on copper plate and an impression taken in type metal. This impression is cut out by hand and a brass matrix prepared from which the type itself is made. The work of cutting the impression is as intricate as that of cutting beads and necessarily quite as leisurely. It is a work, too, upon which many men must be employed, for the Chinese frequently grow weary of the exacting task and take a summary departure, often returning after a week or a fortnight's rest.

The printing establishment which is doing this remarkable work is the A.B.C. Press, of Shanghai, a concern founded a number of years ago by several Swiss printers, the thoroughness of whose work has brought them the favour of the community to such an extent that their plant has been enlarged almost yearly until the substantial position of the business has enabled them to undertake the most remarkable printing work ever known in the Orient, or perhaps anywhere else.

The set of type which they will produce, and which will be copyrighted with the new Chinese Government, will have more characters by several thousand than the set in use by the largest of the Shanghai Chinese newspapers.—Christian Science Monitor.

## "SPRING FEVER."

GOLF PICTURE AT THE QUEEN'S.

A CRUSTY OLD GENTLEMAN.

[BY OUR FILM CRITIC.]

"Spring Fever" is one of the films made in praise of the modern American youth, who fancies himself as a "card." The hero is a shipping clerk with a talent for golf, who is given a fortnight in an expensive club by his employer in return for some coaching in the "Royal and Ancient Game." You have, perhaps, seen William Haines before, and if so, will not be surprised at the manner in which he comforts himself at the club.

The best thing in the picture is the characterisation by George Fawcett of the crusty old employer, Mr. Waters. Mr. Fawcett is always worth watching and always plays the role of a never dupes himself. His face can alter wonderfully. Sometimes he is fat and jovial as in "The Circle"; sometimes sinister, for he can look terrifying, kindly, or crusty according to the part he plays, but he is always genuine, and no matter in what company, one of the interesting personages on the stage.

In "Spring Fever" he plays a shipping magnate, who is golf mad. When he plays well he is charming, but if he has a bad patch he is liable to dismiss any of his employees who crosses his path. It is a role which suggests burlesque but Mr. Fawcett plays it seriously and makes Mr. Waters the one human character in a big canvas. His naive delight in his protégé's success in the championship and his attempt to attract reflected glory to himself by proclaiming him his nephew is excellent and worthy of both a better picture and a more grateful hero.

The heroine is played by Joan Crawford who shows intense sincerity at times, but is generally rather disappointing. George K. Arthur also has a very small part. No one in the cast with the exception of George Fawcett, however, is capable of doing their best in the company of Mr. Haines, whose bounce runs riot through the whole film.

There are some good outdoor scenes on the links and amusing trick shots by the hero. It will probably interest golfers to discover how these are worked and generally to criticise the hero's famous swing.

## ROUND THE POLICE COURTS.

FRENCHMAN AT CENTRAL MAGISTRACY.

ARMS POSSESSION CHARGE.

A Frenchman, named Pascoi Grisoni, was charged at the Central Magistracy with the possession of an automatic pistol and six rounds of ammunition. The arms were found by the police at No. 8, Fung Fai Terrace.

The police asked for a remand as there was a serious allegation behind the charge and they wanted to conduct certain investigations.

A remand of 24 hours was then granted.

HONOUR AMONG THIEVES!

The adventures of a pair of burglars were related to Mr. W. Schofield at the Kowloon Magistracy after the men had pleaded guilty to entering No. 103, Tai Nam Street, early on Sunday morning.

According to Sub-Inspector Hoare, the second defendant got over the back wall by standing on the other's back. Then by inserting a chopper through the cracks in the door leading to the flat, they were able to slide back the bar and enter the house.

While they were at work the inmates were disturbed. The second defendant bolted, but his confederate, who hid behind a counter, gave him away when the inmates caught him and handed him over to the police.

Both defendants were sentenced to four months' hard labour.

KEYS THAT JINGLED.

Another man was brought before the Magistrate on charges of theft of a jacket, and having in his possession two keys for an unlawful purpose. A Chinese detective saw the man in an alleyway early in the morning and on being questioned as to his business at that early hour, he gave the excuse that he was returning from a visit to a friend at No. 1, Armaid Buildings. He was taken there and a servant claimed a jacket the man was wearing. A further discovery was the presence of a key in each of his shoes.

The defendant admitted stealing the jacket, and explained that the keys were from the house where he had stolen the coat.

When asked why he put the keys in his shoes, the defendant replied: "They were jingling and I didn't like that, so I put them in my shoes."

The sentence was six weeks' hard labour on each charge.

"FOUND" A PAWN TICKET

When charged with possession of two silk jackets, one silk petticoat, and one long cotton coat reasonably suspected of having been stolen or unlawfully obtained, a Chinese gave the excuse that he found a pawn ticket relating to the clothing, and redeemed them.

His Worship: Why did you redeem them?

Defendant: I wanted to see if they fitted me.

What the woman's jacket?—I did not know what they were until I saw them.

Inspector Marks informed his Worship that the defendant had given the police the same story when he was stopped at the Yau-mati ferry wharf. It was found that the garments had been pawned and that they had been redeemed by a man who looked like the defendant. The person who pawned the clothing could not be found at the address given.

His Worship remarked that it looked very much as if someone had stolen the garments and given defendant the ticket. A fine of \$10 was imposed.

DIFFERENT STORY EACH TIME.

An eleven-year-old Chinese boy was charged with being in possession of 35 "pin" lottery tickets. He told the Magistrate that a man gave him the tickets to take to the Hunghom ferry wharf where he would be given 20 cents for the trouble.

Sub-Inspector James said that the boy was taking the tickets from the ferry. He refused to give the police his address, stating that his mother and father were dead and that he slept in the streets. He later said he lived in Lower Lascar Row but did not know the number. Subsequently he informed the police that he resided at No. 73, Lower Lascar Row with his mother.

His Worship adjourned the case until to-day for the mother's attendance.

(Continued on next column.)



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Produced by EDWARD SEDGWICK

Golf was his game but love was her's. A spicy tangle of sport and romance. William Haines' capital successor to "Brown of Harvard."

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THE SCREEN EPIC!

WHAT PRICE GLORY

With VICTOR McLAGLEN DOLORES DEL RIO

COMEDY-ROMANCE, SPECTACLE-DRAMA!

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Reginald DENNY EAST TURIOUS

AT THE

STAR

FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15.

BACK TO GAOL AFTER ONE WEEK.

A Chinese who was banished three years ago for a period of ten years and was recently sent to gaol for disobeying the order was found strolling in Lai-chikok Road a week after his discharge from prison and escort out of the Colony.

The man had nothing to say in his defence and was sentenced this time to twelve months' hard labour, also 20 strokes of the birch.

YAU-MATI DOUBLE MURDER CASE.

The man accused of the double murder in Woosung Street, Yau-mati, last month was up again yesterday afternoon before Mr. W. Schofield at the Kowloon Magistracy.

Mr. Somerset Fitzroy is for the prosecution, and Mr. H. S. Lo for the defence, while Mr. Remedios is watching the case on behalf of the relatives of the deceased men.

It will be remembered that at the last hearing Mr. Lo asked permission to reserve his cross-examination of the deceased's uncle until the case was called again, and the witness was accordingly put in the box yesterday.

Questioned by Mr. Lo he said that the defendant had previously been his nephew's partner and kept the books. Later, after the partnership was dissolved, they were on bad terms and frequently quarrelled, and on one occasion the defendant had threatened to kill the deceased.

The case was remanded until October 11th at 2.15 p.m.

TRAFFIC CASES.

SPEEDING THROUGH CROWDED DISTRICTS.

A number of public vehicle drivers were before Major C. Willson at the Central Magistracy for speeding in the City.

Two motorists were fined \$15 and \$20 for speeding in the Whitfield controlled area. The police accusing the latter defendant of touching 32 m.p.h. through this section.

The Queen's Road East section between Wanchai and Garden Road was responsible for the appearance of another two public vehicle drivers in Court. This is a place where drivers seem to get an impulse to "step on it." Speeds of 27 and 30 m.p.h. were proved against the defendants who were fined \$10 each.

Other convictions were made for speeding in Central and Shaukiwan while a Chinese motor-cyclist was fined \$5 for being on the wrong side of the road.

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### FINANCE COMMITTEE.

WAR MEMORIAL NURSING HOME.

COST OF GOVERNMENT WORK ON STUBBS ROAD SITE.

A meeting of the Colony's finance committee will be held after the Legislative Council meeting tomorrow (Thursday) afternoon, when votes for supplementary expenditure totalling \$147,746 will be requested.

Reference is made on the Finance Committee's agenda to the War Memorial Nursing Home. As is known, it was first decided that the Nursing Home should be built on Stubbs Road. The Government gave the land but the Trustees of the Home were to pay two-thirds of the cost of making an approach road to the site. Subsequently the Stubbs Road scheme was abandoned and the Nursing Home will now be built near Mount Kefel. Under this re-arrangement the whole of the approach road is to be met from Government funds. The official statement of the position is as follows:—

Access Road to War Memorial Nursing Home. Portion of cost at present charged to an Advance Account \$7,330. The vote requested is to enable the amount named to be transferred from the Trustees of War Memorial Advance Account (to which it is charged at present) to Government funds.

Details of cost of the road are as follows:

Amount provided in estimates and supplementary votes 1925 and 1926	\$55,000.00
Actual expenditure 1925	\$44,612.08
Actual expenditure 1926	7,835.41
	\$52,447.49

All expenditure has been met from Government funds to date, but under an agreement with the Trustees whereby they were to pay two-thirds of the total cost of the road the amount expended in 1926, viz., \$7,835.41 was debited, pending a final settlement, to Trustees of War Memorial Advance Account. Under the new War Memorial Scheme the whole Stubbs Road Site is to revert to the Government and the cost of the road will be met wholly from Government funds.

Other proposed votes include the following:—

Refund to B.A.T.  
Refund of China Companies Fees \$34,325  
Ordinance No. 12 of 1928, reduces the annual China Companies Fees from 4 cents to 1 cent per \$100 of paid up Capital in the case of a private Chinese Company. If the Governor in Council is of opinion that substantially all the shares in it are held by a parent company incorporated in some part of the British Empire. It has been decided to make this reduction effective in respect of the year 1927 and this involves a refund of \$84,234.23 in respect of fees paid by the British American Tobacco Company (China) Ltd., and associated companies last year.

Audit.  
Incidental Expenses \$185  
The provision made in the estimates was \$400. This is found to be insufficient owing to the increase in the Audit Staff. Considerable expenditure has been incurred in the purchase of files for audit documents.

Fire Brigade.  
Repairs to Floating Engines \$7,000  
Provision made in the estimates was \$6,000. But the estimated expenditure to December 31st is \$12,998, made up as follows:

No. 1 Float	\$2,987
No. 2 Float	1,143
No. 3 Float	3,988
Allowance for minor repairs to December 31st	1,000
	\$12,998

The excess over the vote is due to two main causes:—(1) repairs necessitated by the breakdown in the pumps on No. 1 Float, (2) an increase over the amount anticipated in the cost of the annual overhauls, due partly to the defective condition of the boiler in No. 3 Float. Provision for a new boiler has been made in the 1928 Estimates.

Locomotive Oil.  
Kowloon-Canton Railway—Locomotive oil \$3,400  
The provision made in the estimates was \$5,000. The excess is (Continued on next column)

### SANITARY BOARD MEETING.

TWO WELLS TO BE CLOSED.

WATER POLLUTED BY SEWAGE.

The question relating to the closing of wells No. 6 and 8, Wing Kut Street was again brought before the meeting of the Sanitary Board held yesterday.

Mr. W. J. Carrie, chairman of the Board, said that on the suggestion of the Secretariat for Chinese Affairs, a sample of the water taken from the two wells was submitted to the Government Analyst, and a report has been received saying that the water was very seriously polluted by sewage. He therefore proposed that the original motion of closing the wells be carried and that the wells be filled up within a month.

D. G. W. Pope seconded the motion.

Mr. Wong Kwong Tin: Has the matter been referred to the S.C.A. as you said in the last meeting that you would?

Mr. Carrie: No, the S.C.A. suggested that the water should be submitted to the Government Analyst. This was done.

Mr. Wong Kwong Tin then said that he thought it would be sufficient if the owners were to give an undertaking to the Board that the water would be used for washing purposes only and not for drinking.

Dr. Koch said that he thought it would be inadvisable to use the water for any purpose.

Dr. Ho asked if there was no means of cleaning the well by chloride of lime, as he felt sure that the water would be very useful in time of shortage.

Dr. Tso suggested that the wells be allowed to remain and that the owners should submit samples to the Government Analyst periodically at their own expenses. There was no doubt that the Chinese need water very badly in these days of restrictions.

Mr. Carrie said that he was afraid that such suggestions could not be entertained. The water was very much polluted and even if they did clean the wells, they did not know from what source the pollution came and they would soon be as bad as ever.

The matter was then put to the vote and carried.

Those at the meeting were:—Mr. W. J. Carrie (President), Mr. J. Watson (Secretary), Dr. S. C. Ho, Dr. S. W. Lee, Dr. W. Y. M. Koch, The Hon. Mr. H. T. Creasy, C.B.E., Dr. G. W. Pope (M.O.H.), and Mr. Wong Kwong Tin.

### A REJUVENATION DRUG.

FOOD OF CHINESE AND TIGERS.

Has the durian powers of rejuvenation? The Germans think so, hence the popularity of a new patent medicine which the director of the Haeckel Institute in Jena declares has durian for its chief ingredient.

The *Evening Standard*, after imparting this information, adds: "A. R. Wallace, the naturalist, was a great admirer of the durian, and confessed that the more he ate the more he wanted to eat. By the Malays its qualities are greatly prized as the principal ingredients for love philtres, while the fruit is a prime favourite with tigers—and with Chinese. There is, indeed, a large export to China, and the smell of a durian ship, even at a distance of a mile, is something to be experienced before it can be believed."

due to requirements being underestimated, especially as regards higher grades of lubricating oil found to be necessary in connection with the through haulage to Canton.

Homuntin.  
Training stream course in new cemetery area.  
Homuntin \$25,000

The main nullah in connection with the Central Cemeteries Area at Homuntin is now completed and a few necessary contingent works are in hand. It was originally anticipated that the nullah would be completed in 1927 but pressing works in connection with Military requirements added to bad weather occasioned delay. Consequently the work on the nullah was not started till late in the year and only some \$14,000 was expended in 1927 instead of \$40,000. There is no vote provided for this work this year, and a re-vote of \$25,000 unexpended in 1927 is requested.

Kowloon Roads.

General works, kerbing, channelling, etc., to keep pace with development \$50,000.

A provision of \$50,000 was made in the estimates. This vote is to meet the cost of macadamizing road surface, kerbing, channelling, etc., adjacent to new lots and buildings. Owing to rapid and continuous development the amount provided in the 1928 Estimates has proved inadequate and the Supplementary Vote is requested to meet the cost of the items which should be carried out this year.

### NON-SUITED PLAINTIFF WINS ACTION.

SIGNED WITHOUT READING.

NEPHEW WHO APPLIES REPORTER'S PRINCIPLE.

A somewhat curious case was heard at the Summary Court yesterday morning before Mr. Justice P. Jacks, when a plaintiff who had been non-suited on a previous occasion succeeded in his claim against the same defendants. The dispute centred on a document which was at first insufficiently stamped, an omission which resulted in plaintiff being non-suited with costs. The same document was later taken to the Stamp Office where it was properly stamped and a fresh action taken.

The plaintiff was Au Man Chik who sued Au Fung Chau and the Tin Shing Hing Kee restaurant of No. 2 Percival Street, for the sum of \$325, being balance of money lent by plaintiff to one Au Pak Ming, repayment of which was guaranteed by defendants.

Mr. C. A. S. Russ appeared for the plaintiff and the defendants were represented by Mr. A. el Arculli.

"The Night Boat Case."

The facts of the case as outlined by Mr. Russ were that Au Pak Ming owed the plaintiff the sum of \$325. Plaintiff took action against the debtor at Canton and obtained judgment, but, said Mr. Russ, "the night boat business in this case was reversed. Instead of a debtor leaving the Colony at night for Canton after judgment had been given against him, the debtor in this case took the night boat to Hong Kong."

Debtor subsequently came face to face with the creditor at the Victoria Café, Hong Kong. Plaintiff threatened to have defendant arrested if he went to Canton. Au Pak Ming then asked for time to pay, to which plaintiff agreed on condition that someone agreed to guarantee the debt. This was given and due consideration was given that the money was to be repaid by two instalments.

Two instalments were subsequently paid to the plaintiff but they were of \$100 each. It therefore, left a balance of \$325.

Mr. Russ added that he had just received a letter from Mr. Arculli in which the defence "for want of consideration" was raised.

Continuing, Mr. Russ said that action was instituted against the defendants, who had signed a document making themselves liable as guarantors of the loan. Plaintiff produced the document but it was objected to at an earlier hearing on the ground that it was not sufficiently stamped. Plaintiff was non-suited with costs, but leave to apply for a fresh action within three months was given. Plaintiff had now complied with the order and the documents had been properly stamped in the meanwhile.

Corroborative evidence was then given by the plaintiff, who maintained that the document was written out and signed at the Tin Shing Hing Kee Restaurant.

Only Guided By Uncle's Signature!

The defendant, Au Fung Chau, said that on December 17th, 1927, the debtor Au Pak Ming and the plaintiff came to his shop with a document, already written out and signed by debtor. He was asked to put his signature and the chop of his shop to it. As Au Pak Ming was his uncle, and his signature was already on the document, he thought that there were no harm in attaching his own signature to it. He said that he signed it without reading.

In answer to Mr. Russ, defendant said that he had signed the document without reading, adding "If my uncle thought it was right to put his signature to it, why shouldn't I do the same?"

Mr. Russ: Yes, as what is the use of asking more questions, if you want to do a thing like that, you must pay.

Defendant: I do not know what the document is even now.

"Just And Generous."

Mr. Russ: You must have applied what the reporters say "just and generous," while you were just to plaintiff, you were generous to your uncle as well.

Addressing the Court, Mr. Arculli contended that the document as a guarantee was not valid. He said that if a document was not properly stamped and the signatures were put on at a time when it was not properly stamped, it did not involve guarantors. They were guaranteeing a note which was not a note. He cited authorities to show that no person could guarantee a promissory note when it was not a promissory note. The document in question, he said, was stamped as such later.

His Lordship said that he believed that there was more in the story than what the defendant had said in Court. He could hardly believe that a businessman like the defendant would sign a document without reading it first.

His Honour also said that he could not feel much sympathy with the defendant. If he chose to sign a document without reading it, he deserved to get into trouble. Judgment was given for the plaintiff for the amount claimed with costs.

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## GRAND TATTOO

The Hong Kong Hotel Garage will run a continual Bus Service to and from the Tattoo each night, starting at Blake Pier at 7.00 p.m. and from Caroline Road (near the French Convent) for the return journey.

FARE:—TEN CENTS.

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### HELENA MAY INSTITUTE.

WINTER PROGRAMME.  
MUSIC AND LECTURES.

The winter programme for the 1928-1929 season of social events at the Helena May Institute is very interesting. A series of chamber concerts will be given on the 2nd and 4th Tuesdays of each month, and cover a very wide field including Gilbert and Sullivan, modern French music, and grand opera. Six lectures are also to be given, one in French by M. de la Prade, the Consul-General for France, and another on the fascinating subject of wireless by Major Miles.

The full programme is as follows:—

Social Events.

CHAMBER CONCERTS.

Thursdays, at 5.30 p.m.

October 25th:—Gilbert and Sullivan (organized by Mrs. Hargreaves-Browne)

November 8th:—Chamber Music (M. and Mme. Bonenfaul).

November 22nd:—Chamber Music (Mrs. Balean).

December 13th:—Music of Childhood (Mrs. Davenport Browne).

January 10th:—French Modern Music (Mrs. Hargreaves).

January 24th:—Piano and Song Recital (Mrs. Cashman and Mrs. Clements).

February 7th:—Chamber Music (Mrs. Bellamy).

February 21st:—Piano and Song Recital (Mrs. and Mrs. Bowes-Smith).

March 7th:—Operatic and Costume Concert (Mrs. Womack).

March 21st:—Miscellaneous (all artistes).

These concerts are open to the public and tickets should be applied for in advance.

### CONTEMPT OF COURT.

WITNESS WHO IGNORED A SUBPENA.

PUISNE JUDGE INFLECTS FINE.

For failing to appear in Court in answer to a subpoena, a Chinese witness was yesterday morning fined \$20 by Mr. Justice P. Jacks at the Summary Court.

The incident arose from a case mentioned by Mr. C. A. S. Russ, who said that "both" parties had agreed to an adjournment of three weeks and that a certain witness who was under subpoena had failed to appear.

Another case was then proceeded with, reported elsewhere in this issue, and in the meanwhile the witness was sent for. He arrived in Court at about 12 o'clock and in answer to his Honour, he said that he had been informed by a third party that the case was being settled in Chambers.

His Lordship asked him who his informant was, and he said that it was one Cheung Siu Lun, a solicitor's clerk in Messrs. Wilkinson & Grist's offices.

His Lordship (to Mr. Russ): Who is appearing for the other side in this case?

Mr. Russ: Mr. Leo d'Almada.

Turning to the witness his Lordship said that Cheung Siu Lun had nothing to do with the case in question.

Witness replied that Cheung was trying to effect a settlement between the parties. He further added that he was sorry that he had made a mistake. He thought that he was only required to attend if the case was going to be heard in open Court.

His Lordship said that he was not satisfied with the explanation. Witnesses had taken the word of another man instead of an order from the Court. He fined witness \$20 and told him to appear and give his evidence on October 25th.

Witness: Will your Lordship reduce the fine as I am out of work at the present?

His Lordship repeated what he had said.



YET ANOTHER  
CANTON FIRE.150 HOUSES & GODOWNS  
DESTROYED.GREAT DAMAGE IN LUMBER  
DISTRICT.

TOTAL LOSS \$250,000.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, September 2nd.

Another big fire occurred on Monday night at 8.15 in Fati, directly opposite Shamen. It broke out in a lumber shop in Sun Lung Sha Street and rapidly spread over a wide area. The conflagration was so fierce that it lighted up Shamen and the western section of Canton like day for more than three hours. Our correspondent's first intimation of the fire was obtained by the simple method of a glance out of the window of his house. Though the outbreak was three miles distant the sky at about 9 o'clock was red like a sunset. As he approached Shamen, he found the West Bund, Shaki Road, the Shamen Bund, and the Wongsha front were all crowded with people watching the blaze across the River. Hundreds of foreigners on Shamen came out into the streets and stood on house tops also gazing at the fire which shot a hundred or more feet into the air and could be seen from the remotest part of Canton city. This was due to the exceedingly large quantity of combustible lumber in the store in question. Our correspondent tried to cross the River but the boatmen refused to make the trip.

Soon after the alarm had been given the police declared practically the whole of Sun Lung Sha district a prohibited area. No one was allowed to pass in or out.

The fire brigades from Wongsha and Canton proper quickly crossed the river to Fong Tsoon and soon got to work.

But the fire was so fierce and such a large area was involved that the brigade had to battle for three and a half hours before they could get the flames under control.

## THE CAUSE?

No one knows the cause of the fire. It was thought it was due to burning embers carelessly left in the kitchen after the evening meal by the cook of the Tai Hing Lung Lumber Co. The large amount of wood shavings in the kitchen caused the flames to spread so rapidly that the entire stock of lumber was on fire before the storekeeper knew what had happened. The folks of the Tai Hing Lung Lumber Co. tried hard to extinguish the fire at this early stage but without success. A strong north wind was blowing and the conflagration quickly spread in two directions, both to the north and to the south. All the stores adjacent to the ill-fated Tai Hing Lung Lumber Co. belong to the dealers in highly combustible wares, such as match and junk repairing materials, oars, furniture, etc. All this immediately caught fire and fed the roaring flames.

## THIRD FIRE IN DISTRICT.

Subsequent investigation showed that exactly 150 buildings and houses had been razed to the ground and the total loss, according to the estimate of the Canton Fire Department, is more than \$250,000. To the south it burned to the wall of the Pui Ying Middle School; to the north, as far as the Tung Yick Godown; to the east, as far as the water front; and to the west, as far as the fish ponds.

This is the third big fire to occur in Fong Tsoon during the past several weeks. This outbreak has destroyed the greater portion of the business district of Fati, some of the biggest stores there being involved. This portion of Upper Fong Tsoon, or Fati, was one of the busiest business section in that part of Canton. To-day it is a heap of smouldering ashes. As far as our correspondent is able to ascertain no casualties occurred.

A BEGGARS' UNIVER-  
SITY.CANTON'S SCHEME FOR  
PAUPERS.FULL EDUCATIONAL  
TRAINING.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Oct. 2nd.

The Canton Municipality is thinking of establishing a Poor People's Institute in which to house all beggars and destitute persons of Canton, providing them with some means of earning a livelihood. The Municipal Government definitely decided to establish such an institution at its last meeting, being of opinion that the ragged beggars in the streets constitute a nuisance. The Municipal Government had previously appointed a Committee to draft a programme and the following proposals have been made.

The selection of inmates: The beggars will be the first to receive the attention of the authorities. As the Institute expands and becomes better equipped, the idle, unemployed class of people will next be taken in. During the third and final period other paupers and members of the slum district of Canton will be given consideration.

"COMMON SENSE" TO BE  
TAUGHT.

The procedure of instruction: No inmate will remain idle but will be taught to become producers, so that after a certain length of time they may leave the Institute and be able to make their own livings. They will be taught along three lines, namely, general education, technical training, and training for citizenship. As regards general education they will be taught in the following subjects: Reading and writing of simple Chinese, San Min Chu I, arithmetic, "common sense," simple book-keeping, and handling of money. As regards technical training, the following subjects will be taught: mat making, rattan making, the making of articles from coconut hulls, the making of articles from bamboo, sweater and stocking making, printing, silk reeling, wood work, galvanizing iron work, making articles from Kerosene-tins, shoe making, towel making, sewing, etc. As regards training for good citizenship, the following subjects will be offered: San Min Chu I (continued from above), lectures on moral conduct, public etiquette, etc., lectures on the lives of successful and famous men will be given, and physical training, music and amusements.

Each inmate will, after completion of the above prescribed courses, which will take normally two years, be given a diploma of graduation. They will then go back to society to make their own livings. But if they desire, they may stay and work for the Institute, in which case they would have to give 40 per cent. of their wages to the Institute. If at the end of two years they are still lacking in knowledge and common sense, they may remain in the Institute and study longer.

It is not known when and where the Institute will be established, according to the Municipal authorities, it will be in the outskirts of Canton.

## CANTON FRUIT TAX.

CHINESE CHAMBER OF COM-  
MERCE ASKED TO  
INTERVENE.

The heavy taxation which is being imposed on fruit dealers in Canton is also affecting Hong Kong, according to a letter read at the Chinese General Chamber of Commerce. This letter was sent to the Chamber by the Fruit Guild at Canton in which they asked the local body of Chinese merchants to intervene on their behalf and try to get the tax withdrawn. The letter pointed out that heavy taxation of fruits would also affect Hong Kong indirectly. The Chamber is giving the letter its attention.

## THE DOUBLE TENTH.

CANTON'S BIG PREPARA-  
TIONS.GOVERNMENT ASKED TO  
GIVE \$5,000.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Oct. 2nd.

Canton is making big preparations to celebrate the "Double Tenth," or Mid-September Day, on October 10th when the occasion will be kept on a more impressive scale than ever before. According to the local authorities, this is quite appropriate as the Nationalist Revolution is completed and China is again a unified country. The whole city will be gorgeously decorated with flags, banners, and floral designs. Lecture corps are now being organized to tell the people all about the meaning and significance of the anniversary and to distribute handbills and pamphlets.

At noon on that day the people representing all walks of life will assemble on the East Parade Grounds to listen to patriotic orations by the prominent Canton officials and publicists. Aeroplanes will fly over the ground, showering handbills, from the sky. Immediately after the gathering there will be a huge parade through the principal thoroughfares of Canton. In the evening there will be a procession in which practically every organization in the city will participate, lanterns, flags, banners, illuminated pictures being carried. This was decided upon at a largely attended public gathering held yesterday at the Headquarters of the Provincial Kuomintang on Pui Wah Road. The Government, the military headquarters, the Kowloon's associations, the Canton Students Association, the merchant guilds, the Provincial and the Municipal Kuomintangs, the Canton Lawyers' Association, the Whampoa Military Academy, the Canton Police Club, the various labour unions, and other organizations all sent delegates and among other things it was decided to request the Government to appropriate \$5,000 to finance the celebration. Every organization has pledged itself to raise as much money as it can and the occasion will be one of the biggest festivals in the history of the City.

The firecracker dealers are now busily preparing for business, and are buying big stocks of wares from the manufacturers in Macao. The great bulk of the firecracker manufacturers, our correspondent was told, have moved from Canton and Faishan to Macao because of labour trouble and heavy taxation by the Government. They expect to do more business on that day than any other day in the year, with perhaps the exception of the Chinese New Year Day.

## THE UNIVERSITY.

TRAINING OF TEACHERS.

QUESTIONS BY THE HON. MR.  
J. OWEN HUGHES.

The subject of the training of teachers at the Hong Kong University and its association with Government scholarships will be brought up at the meeting of the Legislative Council to-morrow (Thursday).

The Hon. Mr. J. Owen Hughes will ask the Government to state:

- (a) The year when the scheme for the Training of Teachers at the Hong Kong University was inaugurated?
- (b) The total number who have entered the University with Government assisted Scholarships in each year since the inception of the scheme?
- (c) Total cost to the Government for each of these years and grand total cost to date?
- (d) Number of graduates who have left the Government service before the expiration of the two years' teaching in Government Schools?
- (e) Number of Scholarship holders who did not complete the degree course?
- (f) Number of Scholarship holders who did not complete the degree course, but who are still teaching in Government Schools?
- (g) Number of Scholarship holders who for different reasons have been called upon to forfeit bonds and otherwise make good to the Government?
- (h) Total amount of such refunds to date?

## THE BUDGET.

The Budget will be read a second time at this meeting when the Unofficial members will discuss in detail the Government's financial proposals. Unless anything untoward happens, it is anticipated that, following the debate, the Budget will be read a third time and passed. In the continued absence of the Attorney-General consideration of the Ordinances to amend the Larceny Ordinance, 1865, and the Magistrates Ordinance, 1860, will again be postponed.

## THE TATTOO.

HINTS TO SPECTATORS.

HOW TO GET TO AND FROM  
THE GROUND.

"DON'T RUSH."

The public are advised to follow the instructions given below to facilitate their getting to and from the Grand Tattoo without unnecessary worry and trouble.

If Going by Car:—

(a) See that the car you travel in has a car park label or its windshield otherwise it will not be admitted to the grounds.

(b) Instruct driver to take you via Queen's Road East, Morrison Hill Gap Road, Leighton Hill Road to the Western entrance to Caroline Hill Road (just beyond Jardine's new stables).

(c) On being admitted to Caroline Hill Road drive round 1/4th of the length of the road to the entrance to Tattoo for motorists.

(d) If you have your tickets for the Tattoo you must show them at this gate. If you have none, there is a ticket booth close to the entrance on the left. Then follow the sign your tickets V, W, X, Y or Z.

(e) If you are an official of the Tattoo or a performer, instruct your driver to drive on out and return into Caroline Hill Road via the Western entrance and take up his place with the other X.P. cars parked there. You will then return by the same route and pick up your car in Caroline Hill Road after the performance.

(f) If you are not taking part in the Tattoo instruct your driver to drive to the car park indicated on his windshield—on the counterfoil of which you keep. You will make your way after the Tattoo to the car park indicated on your car park ticket. You will go out by the French Hospital exit (unless you are an official or performer).

(g) The car parks, 6 in number, are as follows:—

XP—Caroline Hill Road—for officials and performers only.

XE—Football ground south of Polo ground—for cars going east after performance.

XS and XT—Irving Street and Keswick Street—for owner drivers only.

XO, Lee Garden Street; XQ, Percival Street; XU, Great George Street—for general public.

(Car park tickets are on sale at Y.M.C.A. N and M Branch, City Hall, daily. Price \$2 for 3 nights or \$1.50 for 2 nights and \$1 for one night).

(h) Owner Drivers will be well advised to park their cars in: XS Irving Street, and XT Keswick Street Car parks.

If Going by Bus or Tram—alight in Caroline Road or at Causeway Bay and walk to entrance to French Hospital. There make your way to right or left of Nullah according to the letter on your ticket indicating your block of seats. Then follow signs V and W blocks to right of nullah; X, Y, and Z to left of nullah. Tickets can be purchased at entrance to ground on either side of the nullah.

GENERAL:—

- 1.—Follow the signs on arrival at the ground and on leaving. The public cars are not allowed in the Arena, but must make their way in and out of the grounds to and from their seats along the fair ways provided. It is dangerous to get over rails and attempt to cross the arena.
- 2.—Go to and from the Tattoo quietly. There are ample tram-cars, buses and motor cars to take all. Rushing is dangerous and will only lead to serious congestions at the main exits.
- 3.—Public cars can be found in all the car parks allotted to the general public.

CAR PARKING ARRANGEMENTS.

On the three nights of the Grand Tattoo the public motor-cars and taxi-cabs, bearing special car park tickets will be parked in Pennington Street and Great George Street, just off Yee-Woo Street. This is not far from the entrance of the grounds and it will be very easy for those using these cars to find them after the performance is over.

(Continued on next Column.)

CHINESE LIBRARY FOR  
COLONY.LONG FELT NEED TO BE  
SUPPLIED.

TO COST \$5,000 AT THE START.

A long felt need in the shape of a Chinese library for the Colony will soon be supplied according to the announcement made by Mr. Li Yau Tam, president of the Chinese General Chamber of Commerce, at the monthly meeting of the Chamber held yesterday.

He said that sometimes ago, several members had discussed the need for such a library. It was not only for the good of the merchants but for the benefit of the Chinese community as well. He had thought over the scheme carefully and had come to the conclusion that a Chinese library was essential to a port like Hong Kong.

They need not establish the library in other rooms, as the Chamber was commodious enough to hold a library. The cost had therefore been minimised, and he thought that \$5,000 would be sufficient to start the library. The estimated cost for its upkeep would be \$1,500, annually after the initial \$5,000 had been spent. Mr. Fung Ping Shue had kindly promised to give \$1,000 and they had, therefore, to raise \$4,000.

Mr. Fung said that he had no doubt that the balance of the money could easily be raised. Mr. Li was also optimistic and expressed the hope that the vernacular press would help, as a library would be of great advantage to them.

Mr. Ip Lan Chuen suggested that the money for the upkeep of the library be obtained from members of the Chamber, who would be asked to increase their yearly subscription by \$2 in the case of a firm and \$5 in the case of a guild.

Mr. Li said that he would be prepared to second the suggestion if it be amended to read "22 or more or 25 or more as the case may be," because he thought the more they could get the merrier they would be (laughter).

This amended suggestion was put to the meeting and carried unanimously.

The meeting then proceeded with the selection of an organising committee, but every nominee had an excellent excuse for not serving. Nothing daunted, Mr. Li said that all those present at the meeting should be in the committee and that work should at once commence. The committee was then elected en bloc amid much laughter.

## HONG KONG UNIVERSITY.

\$1,000 A YEAR FROM CHINESE  
CHAMBER OF COMMERCE.

That the Chinese General Chamber of Commerce had been contributing \$1,000 a year to the Hong Kong University was stated at the meeting of the Chamber yesterday. A letter was read from the University in which they reminded the Chamber that this year's contribution had not been received.

Mr. Ip Lan Chuen, secretary of the Chamber, said that they had been contributing \$1,000 a year for the last two years to the Hong Kong University and that owing to shortage of funds, this year's contribution had not been forwarded.

The Chairman suggested that a letter be sent to the University saying that the donation would be sent later and that the Chamber had no intention of withdrawing it.

This was approved by another member who said that it would not look well to stop the contribution after having paid it for two years.

Mr. Ho Lu said that he did not see any necessity to pay it specially when there was no funds.

The matter was then put to the vote, but Mr. Ho Lu was the only dissenter. The Chairman's proposal was therefore carried.

## COME EARLY!

The entrance gates will be open at 7.30 each evening. Those who have not booked their seats are strongly advised to come early. Tickets will not be sold in excess of the number of seats available and the booking boxes at the entrances will be closed when these seats are taken.

HONG KONG GARAGE-BUS  
SERVICE.

The Hong Kong Garage will run a continual Bus Service to and from the Tattoo each night, starting at Blake Pier and from Caroline Road (near the French Convent) for the return journey. The fare will be 10 cents.

SEARCHLIGHT SOCCER  
MATCH.

There is to be a Searchlight Soccer Match at Sookunpoo at 7.30 p.m. on Monday, October 8th, in aid of the Tattoo Charities. The match is to be between the Army and the Hong Kong Chinese.

## LANE, CRAWFORD, LTD.

OFFICE APPLIANCE DEPT.

SOLE AGENTS  
FOR"ALL STEEL"  
FILING CABINETS

EASY OPERATION

PROVED DURABILITY

LETTER SIZE

FOOTLOCK SIZE

\$11000

\$12500

GRADUATED  
ROLLERSUSPENSION  
GUIDESSOLE AGENTS  
FOR

## MONROE

CALCULATING MACHINE

A FRESH STOCK OF THE LATEST  
MODEL HAS JUST ARRIVED.

CALL AND INSPECT THIS NEW MACHINE.

THE GREAT "SHOW BOAT" SONG  
"OL' MAN RIVER"Columbia  
New  
Records

OL' MAN RIVER ... Fox-Trot.

(WITH VOCAL CHORUS)

No. 1284 D.

ANDERSON MUSIC CO., LTD.

## 1928 CHRISTMAS CARDS 1928

Extend your Greetings to Relatives and Friends in the Homeland by sending cards that are typically Chinese.

## "THE CHINESE RICE-PAPER CHRISTMAS CARD"

These rice-paper cards, which are of the most fascinating designs of brilliant colours, are hand-painted, and mounted on deckle-edged Ivory Cards.

The outer design, in crimson, depicts a P'ai Lau.

Cards—25 Cents Each } including  
\$2.50 Per Doz. } Envelopes.

ANOTHER SERIES WILL BE BROUGHT  
TO YOUR NOTICE ON FRIDAY.

KELLY &amp; WALSH, LTD.

"The House for Christmas Cards."  
Chater Road.



## NEW ADVERTISEMENTS.

## CHINESE CUSTOMS NOTIFICATION.

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to PUBLIC BUSINESS on WEDNESDAY, the 10th OCTOBER, 1928.

F. HAYLEY BELL,  
Commissioner of Chinese Customs,  
Kowloon and District.  
York Buildings  
Hong Kong, 2nd Oct., 1928. [6792]

IN Order that a COMPLETE LIST may be obtained for Record Purpose, will those Ladies and Gentlemen resident in Hong Kong and other than Members of His Majesty's Forces, who have had any Decoration conferred upon them by His Majesty the King, please inform the AIDE-DE-CAMP, Government House. A Reply is requested by 9th OCTOBER, 1928.

(Sd.) A. J. L. WHITE,  
Captain,  
AIDE-DE-CAMP. [6793]

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 9th Day of OCTOBER, 1928, at 3 p.m., at the Office of the Public Works Department, Order of His Excellency the Governor, of One Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of this Land to be for one further term of 24 years less three days.

## PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	New Kowloon Land Lot No. 1107	adjacent to New Kowloon Land Lot No. 1104, Shamshuipo	ft. ft. ft. ft.	As per sale plan.	82	1,428

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## PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
10	Kowloon Island Lot No. 2143	adjacent to Prince Edward Road and Nathan Road.	ft. ft. ft. ft.	As per sale plan.	20,500	238

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## PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
2	New Kowloon Land Lot No. 1108	adjacent to Prince Edward Road and Nathan Road.	ft. ft. ft. ft.	As per sale plan.	5,814	40

## NEW ADVERTISEMENTS.

## REMINDER.

MEETING of FAREWELL to the Rev. J. K. and Mrs. MACONACHIE in Union Church Lecture Hall, THIS EVENING, 5 O'CLOCK. Meeting: 5.30. [6780]

## WANTED.

A T. R. JOHN'S CATHEDRAL. A Combined VERGER-CLERK. Must be Christian and speak English and Chinese. Duties—Office Work Five Mornings Per Week, with Attendance at Daily Services; Verger's Duty on Sundays.—Application in Writing, Giving References, to THE DEAN, St. John's Cathedral. [6787]

## HONG KONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 6th OCTOBER and on MONDAY, 8th OCTOBER, 1928, commencing at 2.30 p.m. on Both Days. The First Race will be Run at 3 p.m. The Charge for Admission to the Public Enclosure will be \$1.00 Per Day for all Persons including Ladies. Soldiers and Sailors in Uniform Half Price. Members are advised that they must show their Badges to obtain Admission to the Members Enclosure. Each Member has the right to introduce 2 Non-members to the Members Enclosure. Tickets for whom can be obtained from Messrs. LITTLE & DAY, at \$5.00 Each Per Day Up to FRIDAY, 5th OCTOBER, 1928. The Charge for Admission for Ladies to the Members Enclosure will be \$2.00 Per Day. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge. Bookmakers, Tie Tac Men, etc., will not be permitted to operate within the Precincts of the Happy Valley Jockey Club during the Race Meeting. [6775]

## MACAO RACES.

PROGRAMMES and Entry Forms for the TENTH EXTRA RACE MEETING to be held on SUNDAY, 14th OCTOBER, 1928 (Weather Permitting), may be obtained from the J.B.R.U., MACAO, CANEWAY Bay STABLES, and BOXER ADVANTAGES Co. Entries CLOSE at MACAO, 2.30 p.m., WEDNESDAY, 3rd OCTOBER, 1928. [6744]

## THE INTERNATIONAL RACE &amp; RECREATION CLUB OF MACAO, LTD.

HOLDERS of the UNDRAWN TICKETS in the MACAO CHAMPION SWEEPSTAKES are requested to communicate with THE INTERNATIONAL RACE & RECREATION CLUB OF MACAO, LTD., MACAO.

CARLOS DE MELLO LEITAO,  
Chairman, Board of Directors.  
Macao, 20th Sept., 1928. [6732]

## BY ORDER OF THE MORTGAGEES.

## PUBLIC AUCTION

OF THE VALUABLE LEASEHOLD PROPERTIES situated at VICTORIA, Hong Kong, and known as:

- One Undivided Twenty-second Part or Share of and in the Reclamation Rights (or Reclamation) in respect of MARINE LOT No. 43. Area: 1,723 Square Feet or thereabouts.
- Two Undivided Twenty-second Parts or Shares of and in the Reclamation Rights (or Reclamation) in respect of MARINE LOT No. 43. Area: 3,446 Square Feet or thereabouts.

## TO BE SOLD

## IN TWO LOTS

PUBLIC AUCTION, ON THURSDAY, THE 4th DAY OF OCTOBER, 1928, AT 3 O'CLOCK P.M.

THE CHINA AUCTION ROOMS, D'AGUIAR STREET, VICTORIA, HONG KONG.

MR. E. V. M. R. DE SOUSA, Auctioneer.

For further Particulars and Conditions of Sale, Apply to—

MESSRS. JOHNSON, STOKES AND MASTER, PRINCE'S BUILDING, HONG KONG, OR TO MR. E. V. M. R. DE SOUSA, Auctioneer, Hong Kong, 25th Sept., 1928. [6755]

## INTIMATIONS.

## REMOVAL NOTICE.

I have THIS DAY REMOVED my Office to KAYAMALLY BUILDING, QUEEN'S ROAD CENTRAL. A. R. HALL, Solicitor. [6780]

## GARRISON SCHOOL SWIMMING SPORTS.

V.R.C. BATHS, OCTOBER 10.30 A.M. Entries for OLD SCHOLARS' HANDICAP (3 Lengths) should be sent to the HEADMASTER. Post Entries will be accepted. This Race is timed for 13 Noon. [6778]

## ROYAL HONG KONG YACHT CLUB.

## "TREVESA TROPHY."

THE TENTH BIENNIAL RACE for SHIPS' LIFEBOATS will be sailed on WEDNESDAY, the 31st OCTOBER NEXT, Starting at 4 p.m. Each Ship may enter Any Number of Boats. COURSE—Start from CHANNELED ROCKS, thence to KOWLOON ROCK (P), Mark of Yacht Club (S), Outer Rock Gas Buoy (P), Finish at the Yacht Club across the Line from West to East. Competing Boats should be in Position at the Starting Line by 3.30 p.m. Ships proposing to enter Boats are requested to notify the HON. SECRETARY, Royal Hong Kong Yacht Club, Not Later Than NOON, on the 31st OCTOBER. R. J. VERNALL, Hon. Secretary, Royal Hong Kong Yacht Club, Hong Kong, 3rd Oct., 1928. [6789]

## HONG KONG TRAMWAYS, LTD.

## TRAMWAY ORDINANCE, 1902.

NOTICE IS HEREBY GIVEN that this Company intends to apply to the Governor-in-Council for power to construct—

- A Single Track Tramway of approximately 330 Yards in Length along BOWENSTOWN CANAL ROAD East between PRATA EAST and LEXINGTON HILL ROAD.
  - A Single Track Tramway of approximately 50 Yards in Length connecting the Tramway Depot at BOWENSTOWN STREET with BOWENSTOWN CANAL ROAD EAST.
- Both Extensions to be carried out in accordance with Plans deposited with the DIRECTOR of PUBLIC WORKS.

L. C. F. BELLAMY, General Manager, Hong Kong, 21st Sept., 1928. [6779]

## NOTICE.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. Y92 for Twenty Shares, 4 Per Share Paid Up, Numbered 113130/113149 in this Society standing in the Name of CHO YIK TONG of SHANGHAI, has been DECLARED LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the Said Certificate will be deemed CANCELLED and of No Effect, and a NEW CERTIFICATE for the said Shares will be issued in its stead by the Society.

PAUL LAUDER, General Manager, Hong Kong, 14th Sept., 1928. [6716]

## "CHINA" LADIES' HAIR DRESSING SALOON.

HEAD OFFICE—25, Des Voeux Road Central. TEL. C. 6234.

FIRST BRANCH—5, D'Aguiar Street (For Ladies only.) (TEL. C. 6234).

SECOND BRANCH—22, Queen's Rd. Cent. (For Ladies & Gent.) (Near Ground Floor of KAYAMALLY BUILDING)

Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

BUSINESS HOURS—8 A.M. to 7 P.M. on Week Days, 12 Noon to 6 P.M. on Sundays.

## AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 21, Brides Lane, E.C.4, is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If Local Companies desirous of taking up further Agencies will let us know the Lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

This Service is offered to our Readers without charge and, of course, no obligation is incurred on either side.

The Required Information should be sent to the HONG KONG DAILY PRESS, LTD., 11, Tse-Ho Street, Hong Kong.

## INTIMATIONS.

## FOR SALE.

HARDWOOD LIGHTER "CAROLINA." Good Condition. Capacity: 500 tons. Dimensions: Length 135 feet, Beam 30 feet, Depth 11 feet 8 inches, Draught 3 feet 6 inches, Loaded 3 feet—Apply to: STANDARD OIL COMPANY OF NEW YORK, Union Buildings. [6758]

## "THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Cupboards, Two Lifts. Apply to: CREDIT FONCIER D'EXTREME-ORIENT, 4th Floor, PRINCE BANK BUILDING.

## EUROPEAN FLATS TO LET.

AT MODERATE RENTAL BRAEMAR TERRACE.

BETWEEN MING YUEN GARDENS AND QUARRY BAY OVERLOOKING LYNNWAY PASS.

Three Rooms, closed in Verandah, Two Bath Rooms, Modern Sanitation, Hot and Cold Water, Electric Light, Excellent Kitchen, Copper, Servants Quarters, Ample Room, &c.

Available from 1st NOVEMBER 1928.

Apply to—

MISS MRS. BUTTERFIELD & SWIRE, Sugar Book Office. [6787]

## TO LET.

FURNISHED, Four Room FLATS, at 16, MACDONELL ROAD, with Modern Conveniences.

Immediate Occupation. Unfurnished from 1st NOVEMBER, 1928.

For Particulars, Apply: XAVIER BROS., 2, QUEEN'S ROAD. TEL. C. 3216 or C. 2722 [6787]

## TO LET.

FLAT in CARMARVON BUILDING, KOWLOON, 5 ROOMED HOUSE in MIDNIGHT AVENUE, KOWLOON.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. [6395]

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FLAT in CARMARVON BUILDING, KOWLOON, 5 ROOMED HOUSE in MIDNIGHT AVENUE, KOWLOON.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. [6395]

TO LET—Furnished, Five-room FLAT, 1st FLOOR LEVEL, For One Year, From 1st DECEMBER 1928.—P.O. Box B-48. [6672]

WHY Continue to suffer when your POO ON HERBS are within your reach—Pimples, Catarrhs, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Fully Chinese Herbs.

POO ON HERBS CO., 68, QUEEN'S ROAD CENTRAL, 1st FLOOR. TEL. C. 5009.

WANTED—Second Hand LIGHT CAR must be in Good Running Order. State Make and Other Particulars, etc., to Box 6793, c/o Hong Kong Daily Press. [6793]

WANTED.—STENO-TYPIST for General Office Work. Apply by Letter stating Qualifications and Salary required to CHINA LIGHT & POWER CO., LTD., TAIWAN ROAD, KOWLOON. [6783]

## BIRTH.

ANDERSON—On October 2nd, to Mr. and Mrs. A. Anderson, a daughter. [6780]

Hong Kong Office: 11, Ice House Street.

London Office: 21, Brides Lane, Fleet Street, E.C.4.

The Daily Press.

HONG KONG, OCTOBER 3rd, 1928.

CHINESE AND MALAYAN RUBBER.

Quite a lot of trouble appears to be brewing in the rubber industry, especially that section of it which is established in Malaya. It has been estimated that at the end of October when the present restrictions are removed there will be about 30,000 tons of rubber in hand.

in Malaya are considering the Chinese contract system, under which Chinese are only paid for the latex they actually bring in, and are quite content to make their own arrangements with regard to living conditions. The Chinese who goes to Malaya asks nothing better than to be paid his wages and to be allowed to fend for himself, and it is not surprising that some planters should tend increasingly to turn to a form of labour which has no restrictions imposed upon it by a paternal government. The demands of an anxious Legislature in the matter of the care of Indian labour impose a burden which rubber estates can ill afford, especially at the present time. They point out that they are called on to provide schools, hospitals, medical attendance, elaborate coolie lines, and, at the same time, to pay a wage which "will maintain a labourer in tolerable comfort and provide a margin for savings."

The Government of India considers that the wages now paid on Malaya estates are scarcely sufficient to cover the bare cost of living. On the other hand, the Planters Association of Malaya has inquired very carefully into the matter, and declares the Indian labourers suffer no hardship under present conditions. The wages paid are sufficient not only for health and comfort, but allow an ample margin for savings at a rate "which enables the Indian labourer to achieve a modest independence in a period commensurate with the most attractive terms of employment." We are not in a position to say which of these two views is nearer the truth, but it is easy to appreciate the point of view of the planter confronted with a demand for higher wages for his Indian labourers.

From the political, as well as the practical, point of view, it is desirable to encourage the employment of Indians on the Malaya rubber estates. Not only are they good workers, and find the country to their liking, but this field of employment is an outlet for a population which, in its own country, is uncomfortably overcrowded. If, however, it is possible to collect rubber by a much simpler and less costly process than by employing Indian labourers, the planters will quite naturally favour that method.

If, as it is said, the Chinese are prepared to go out and collect latex, their only remuneration being cash down for what they bring in, planters are not going to be bothered in these hard times with all the rules, restrictions, and expense involved in the employment of Indian labour.

It may be, therefore, that before long we shall hear bitter complaints of Chinese competition in the Malaya plantations; on the other hand, we may hear that at the forthcoming meeting at Klang the danger of inviting such competition is realised by the Indian Immigration Committee and that the demand for higher wages has been withdrawn. One thing appears certain—the planters in Malaya can neither prevent nor postpone the increase demanded if the Indian Government insists that higher wages shall be paid, for refusal would mean that further migration of Tamil coolies would be prohibited.

Sir Eric and Lady Stuart Taylor and family, Mr. J. M. Taggart, Mrs. A. G. Coppin, and Miss Doris Woods, were among the passengers leaving here yesterday by the a.s. *Sarpedon* for London and way ports.

Mr. Geoffrey Mallis, the British film director, who passed through Singapore last year in the course of a world tour by motor-cycle, is to make three films for a British company in India and the Far East. The first picture to be made concerns an important part of the Royal Regalia. It was written by Sir Denison Ross, C.I.E., and the completed scenario was approved by the King. The second story will be "located in Malaya and Indo-China," and the third will be woven around the jungle-folk of the Central Provinces of India.

In these circumstances, it is not surprising to learn from the *Strait Times* that more and more estates

## INTIMATIONS.

## WATSON'S LAVENDER WATER.

The most refreshing of all perfumes in the hot weather.

Distilled from real

## ENGLISH LAVENDER

In Elegant Green Flasks

Each: \$4.00, \$2.25, \$1.25

## WATSON'S LAVENDER TALCUM POWDER.

IN MAGNUM TINS.

## MADE FROM PURE

## Italian Talc

Associated with English

Lavender of exquisite

fragrance.

\$1.00 Per Tin.

## A. S. WATSON

& CO., LTD.

Hong Kong Dispensary.

PHONE C. 16.

This figure represents about double the amount which would be normally in stock. When this hoarded supply becomes available for sale, and, in addition, every rubber estate is free to produce as much as it likes, owing to the removal of the restrictions imposed by the British Government, it is expected there will be serious difficulties. But this is not all—planters in Malaya have also learned that about the end of October a new scale of wages will be fixed for Indian labourers in certain districts and it is scarcely necessary to say that the new standard proposed is higher than the old.

Once upon a time—and this is no fairy tale—rubber sold at 12s. 0d. a pound, and at half, or even a quarter of that figure, an extra few cents paid-out in wages would not cause any misgiving. With rubber being sold at 9d. a pound, however, any suggestion of an increased pay-roll for labour on the plantations is received by planters with horrified amazement—to put it mildly. However, the fact is that such a proposal has been made, and on October 29th the Indian Immigration Committee meets in Klang, F.M.S., to fix new standard rates for Indian labourers employed on estates in Klang, Kuala Langat, and Kuala Selangor. The minimum rate proposed is 51 cents a day for men and 41 cents women—an increase for both sexes of 10 cents per day as compared with the current rate of wages. On those estates which employ Indian labour, the proposed new scale represents an increase in the wages-bill of 25 and 33 per cent. for men and women respectively.

In these circumstances, it is not surprising to learn from the *Strait Times* that more and more estates

in Malaya are considering the Chinese contract system, under which Chinese are only paid for the latex they actually bring in, and are quite content to make their own arrangements with regard to living conditions. The Chinese who goes to Malaya asks nothing better than to be paid his wages and to be allowed to fend for himself, and it is not surprising that some planters should tend increasingly to turn to a form of labour which has no restrictions imposed upon it by a paternal government. The demands of an anxious Legislature in the matter of the care of Indian labour impose a burden which rubber estates can ill afford, especially at the present time. They point out that they are called on to provide schools, hospitals, medical attendance, elaborate coolie lines, and, at the same time, to pay a wage which "will maintain a labourer in tolerable comfort and provide a margin for savings."

The Government of India considers that the wages now paid on Malaya estates are scarcely sufficient to cover the bare cost of living. On the other hand, the Planters Association of Malaya has inquired very carefully into the matter, and declares the Indian labourers suffer no hardship under present conditions. The wages paid are sufficient not only for health and comfort, but allow an ample margin for savings at a rate "which enables the Indian labourer to achieve a modest independence in a period commensurate with the most attractive terms of employment." We are not in a position to say which of these two views is nearer the truth, but it is easy to appreciate the point of view of the planter confronted with a demand for higher wages for his Indian labourers.

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If, as it is said, the Chinese are prepared to go out and collect latex, their only remuneration being cash down for what they bring in, planters are not going to be bothered in these hard times with all the rules, restrictions, and expense involved in the employment of Indian labour.

It may be, therefore, that before long we shall hear bitter complaints of Chinese competition in the Malaya plantations; on the other hand, we may hear that at the forthcoming meeting at Klang the danger of inviting such competition is realised by the Indian Immigration Committee and that the demand for higher wages has been withdrawn. One thing appears certain—the planters in Malaya can neither prevent nor postpone the increase demanded if the Indian Government insists that higher wages shall be paid, for refusal would mean that further migration of Tamil coolies would be prohibited.

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**SHANGHAI POSTAL STRIKE.****SERIOUS INTERRUPTION OF BUSINESS.****SKELETON SERVICE ORGANISED.****ENORMOUS DEMANDS BY WORKERS.**

The Shanghai postal strike is causing very serious inconvenience to the business community, and the Chinese police authorities do not appear to be fully capable of dealing with the situation. The huge building of the Central Post Office, which under the land regulations is Chinese territory, was patrolled by Chinese police, while further detachments maintained order in the vicinity. The authorities however were unable to put an end to the strike and the building remains closed, though a skeleton service was later organised.

The postal workers, who are among the best paid staffs in China, are making demands for enormous increase in salary. In addition to this they insist that the postal authorities shall make a large donation to be used for their organisation as a labour union, which is later to be subsidised from the same source. In the same way they further wish to increase the funds of the Shanghai branch of the Postal Union. The officers of the union are not to be required to work during their terms, but are nevertheless to receive their salary and promotion in the normal way, while the consent of the union must be obtained before any employee can be dismissed. Finally a yearly bonus is demanded at the rate of one month's pay for all workers with under three years' service and of two months' pay for those who have served above that period.

**SHANGHAI POSTAL STRIKE.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 2nd. Eighteen hundred postal employees and junior clerks of the lower grades struck work this morning, presenting a demand for an increase of wages.

Letters had not been delivered up to ten o'clock this morning.

So far there have been no disturbances, but the police are taking every precaution.

**POLICE ACTION.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 2nd. A detachment of Chinese police sent by the Garrison Commissioner, Hsueh Shih Hui, arrived on the huge premises of the Central Post Office at Soochow Creek in the early morning and patrolled the premises (which under the land regulations are Chinese territory) while the Municipal police maintained order in the vicinity. As Hsueh Shih Hui's police failed to deal with the trouble summarily and suppress the strike pickets on the premises, the Post Office remains closed and work is at a standstill. Chinese police this afternoon ejected seven postmen who were arrested by the Municipal police.

The strike is causing the greatest inconvenience to the business community.

A portion of the accumulated mail has been delivered to the ships and trains by special trucks, each with an armed escort.

LATER. The Post Office has resumed work partially with a skeleton staff while the strikers have held a mass meeting at Chapei, where the Chinese authorities at present are taking up a passive attitude.

**BIG DEMANDS.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 2nd. The Shanghai postal workers, who are one of the best paid staffs in China, have presented sixteen demands, the most important of which is a 30 per cent. increase in wages throughout the country. In addition to a special allowance for Shanghai employees. Further conditions are their organisation as a labour union, to which the postal authorities shall donate \$10,000, the expenses of inauguration together with a subsidy of \$300 a month and also a donation of \$2,000 and a monthly subsidy of \$300 to the Shanghai branch of the postal union. Furthermore employees can be dismissed only with the consent of the union, and union committees shall be exempted from post office duties but shall receive their usual pay and promotions. A New Year bonus of a month's pay shall be given to employees with under three years' service and of two months' pay for those of over three years' service.

**SHANGHAI'S CUSTOMS REVENUE.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 2nd. The Customs revenue of Shanghai for September shows an increase of \$25,000—halfway tailed compared with last September. The revenue from the beginning of the year is \$3,000,000—more than for the similar period of last year, or in other words an increase of 6 per cent.

**SUBMITTED TO NANKING.**

(Wah Tsi Yat Pao).

SHANGHAI, Oct. 2nd. Chinese and Municipal police dispersed postal strike pickets and arrested several strikers this afternoon.

Representatives of the strikers interviewed the Postal Authorities and requested them to grant the strikers' demands. The authorities replied that the strike was causing great inconvenience to the public, and they could not say what action would be taken, but the strikers' demands had been submitted to the Board of Communications at Nanking for their decision.

Seven other labour unions held a meeting at Chapei to-day, attended by about 500 persons, at which it was resolved to support the postal strike.

**PEKING TROUBLE SETTLED.**

[THROUGH REUTER'S AGENCY.]

PEKING, Oct. 2nd. The postal strike was most effective while it lasted, but work was resumed last night. It appears that the trouble was due to the hostility of the workers to the Deputy Commissioner, Liu Yao Ting. He incurred their enmity a fortnight ago when he called in the police owing to the postal workers refusing to handle copies of the *Shun Tien Shih Pao*.

The Postal Authorities have granted Liu Yao Ting leave and it is understood that he will be transferred elsewhere.

**SALT LOAN PAYMENTS.**

[THROUGH REUTER'S AGENCY.]

PEKING, Oct. 2nd. It is learned that the Peking Provincial Council and the Hopei Provincial Authorities have received a telegram from the Nanking Government informing them of the decisions reached regarding the loans secured on the Salt Gabelle.

The telegram mentions that the total amount earmarked from all the salt revenue offices is \$10,000,000 and that the collection must begin from October 1st.

The money must be forwarded during the year in twelve monthly instalments.

**QUARREL BETWEEN MILITARY LEADERS.**

[THROUGH REUTER'S AGENCY.]

PEKING, Oct. 2nd. It is reported that friction has developed between Marshal Yen Hsi Shan and General Pei Chung Hsi following an attempt by the Hankow leader to appoint his own nominee as Director of the Peking-Mukden Railway, which is expected to resume normal service shortly.

The present incumbent was appointed by Marshal Yen Hsi Shan and the latter is objecting strongly to having his man pushed out.

Marshal Yen's incumbent yesterday wired to his Chief in Peking for instructions, and Marshal Yen Hsi Shan ordered him to remain at his post.

It is reported that General Pei Chung Hsi has retaliated by threatening to stop all traffic unless his man is allowed to take over the Directorship.

**SIR AUSTEN'S TOUR.****U.S. NAVAL ESCORT.****LUNCH WITH DOUGLAS FAIRBANKS.**

[THROUGH REUTER'S AGENCY.]

SAN PEDRO, Oct. 1st. Sir Austen and Lady Chamberlain have arrived here, being escorted by four United States destroyers.

They will stay in California for two weeks.

LOS ANGELES, Oct. 2nd. Sir Austen Chamberlain and his party, escorted by Douglas Fairbanks, spent two hours in a film studio and afterwards lunched with Fairbanks and Mary Pickford.

**FRIENDLY GESTURE.**

[THROUGH REUTER'S AGENCY.]

PEKING, Oct. 2nd. The friction between Yen Hsi Shan and Pei Chung Hsi is evidently not so serious as was represented in certain quarters, for Yen Hsi Shan on September 27th wired congratulating Pei Chung Hsi on the conduct of his troops in the recent fighting, and sending them \$100,000.

General Pei Chung Hsi replied on September 30th expressing his thanks.

**THE WAR ZONE.**

(Wah Tsi Yat Pao).

SHANGHAI, Oct. 2nd. General Pei Chung Hsi intends to appoint a rehabilitation commission to relieve the people in the recent war zone in north-eastern Chihli.

**FENG'S RETURN.**

(Wah Tsi Yat Pao).

SHANGHAI, Oct. 2nd. Marshal Feng Yu Hsiang will return to Honan from Shensi this week-end.

**INDISPOSITION OF CHIANG KAI SHEK.**

(Tsun Wan Yat Pao).

SHANGHAI, Oct. 2nd. Marshal Chiang Kai Shek was again suffering from toothache yesterday coupled with slight fever. After undergoing medical treatment his condition has improved. However he is still in temporary retirement until he has completely recovered.

**FUKIEN COMMUNISTS.**

[THROUGH REUTER'S AGENCY.]

AMOI, Oct. 2nd. The Fukien military authorities have dispatched a battalion of troops to suppress the Communists, numbering several hundred, who have gathered on the Fukien-Kwangtung border.

**JAPAN DELAYS.**

(Wah Tsi Yat Pao).

SHANGHAI, Oct. 2nd. Dr. C. T. Wang, in a statement on the latest trend of diplomatic affairs, said that the progress of Sino-Japanese treaty revision and other negotiations with Japan had been held up owing chiefly to the fact that he had not seen Mr. Yada since his return to Shanghai. He said further that he had obtained information that Mr. Yada would not resume diplomatic negotiations with China until after the inauguration of the reformed Central Government at Nanking.

**U.S. CONSULATE AT NANKING.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 2nd. The re-opening of the American Consulate at Nanking was expected to occur on October 1st, but it is now rendered uncertain as it is reported that the Nationalist Government has refused to salute the United States flag as it is re-located over the U.S. Consulate at Nanking.

It is understood that the Nationalist officials have declared in conversations regarding this question, that the Chinese feel that adequate amends for the Nanking Incident were made at the time of the settlement of the incident in March.

The U.S. officials, it is believed, feel otherwise, and consider that a Chinese salute is necessary as the flag goes up in order to amend the desecration of the flag at the time of the incident.

It is also reported that the Nationalists have declared their willingness to salute if the Americans salute first, thus indicating their recognition of the Nationalist Government of China.

This, it is understood, has proved unacceptable to the Americans and it is believed that the matter has been referred to Washington.

**FURTHER RIOTS IN MELBOURNE.****ATTEMPT TO FORCE GENERAL STRIKE.****WORKS FORCED TO CLOSE.**

[THROUGH REUTER'S AGENCY.]

MELBOURNE, Oct. 1st. To-day's riots recalled the police mutiny of 1933. It is noticeable that the attacks were chiefly directed against south Europeans, several of whom were taken to hospital.

A big Inter-State Conference of Trade Unions discussed the situation and adjourned till to-morrow. One section favours the watersiders taking out licences but the militants are likely to force a general strike. 1,049 volunteers to-day worked 14 overseas vessels.

Strikers clashed with police at Brisbane, and two of the latter were injured. Two watersiders were arrested.

**Farmers Take A Hand.** Later, however, thousands of farmers arrived from Mackay to load the large accumulation of sugar and the watersiders there decided to resume work.

The shipowners in Adelaide have arranged two pick-ups to-morrow, one for unionists and one for volunteers.

Owing to shortage of materials, through the watersiders' strike, Messrs. Holden's motor body works, which employ 3,000 persons, have been closed.

**VOLUNTEERS AS ARMED ESCORT.**

[THROUGH REUTER'S AGENCY.]

SINGAPORE, Oct. 2nd. The military authorities have agreed to allow members of the European units of the Volunteer Corps to provide armed escorts for shipping to and from Hong Kong if sufficient members are forthcoming. The first escort comprising an officer, three N.C.O.s and ten privates will depart on October 8th.

**ROCKEFELLER GIFT TO CAMBRIDGE.****"A SPLENDID OFFER OF ASSISTANCE."****A NEW LIBRARY.**

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 1st. The outgoing Vice-Chancellor of Cambridge University has announced that the Rockefeller Foundation Fund has made a gift to the University of £250,000 to provide for the development of Physical and Biological Studies and the provision of a new library.

The gift is made conditionally on the University securing the balance of £225,000.

The building of the library, designed by Sir Gilbert Scott, which alone will cost £200,000, will be commenced without delay, as the University has already earmarked £250,000 for this purpose.

The Rockefeller Fund has also earmarked a sum of £250,000 for the library.

**FRENCH APPOINTMENTS.****COMMERCIAL POSTS IN CHINA.**

[THROUGH REUTER'S AGENCY.]

PARIS, Oct. 2nd. A decree dated September 26th appoints M. Emile Sausine commercial attaché and M. Leon Boileve de la Combaudiere commercial agent in China.

**NAVAL STOKER'S DEATH.**

A naval wireless message states that Stoker Reginald Cooke, of H.M.S. *Cornflower*, has died from scarlet fever in the General Hospital at Chelso.

**PITCHED BATTLE IN GERMANY.****COMMUNISTS ATTACK NATIONALISTS.****MILITARY TACTICS.**

[THROUGH REUTER'S AGENCY.]

BERLIN, Oct. 1st. Eye-witnesses of the amazing fracas at Geesthacht give remarkable accounts of the affair.

They describe it as a regular pitched battle between two "armies" each approximately 1,500 strong.

The two "armies" fought in regular military style in disciplined bodies, which exercised almost professional strategy, the combatants sheltering behind walls and trees.

When any particular sector of the battle appeared to be threatened, reinforcements were thrown into the battle front, reserves being brought up at the rear.

Another astounding feature of the affair was that the fighters were served by ambulance detachments who carried wounded from the front line.

Although the weapons were mainly brickbats, empty bottles, bludgeons, daggers, and knuckledusters, a number of pocket firearms were used. The struggles were only terminated by the arrival of a strong force of police from Hamburg.

**NEW MALAYAN TIN TRUST.**

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 1st. The subscription list for the London-Malayan Tin Trust has closed almost immediately after being opened.

The Trust is a combine of sixteen important companies with a combined output approximating to 12 per cent. of the total world production of tin. It has a capital of £2,000,000 in 2 shares, of which £1,250,000 is now issued.

The Tin Selection Trust and Anglo-Oriental Mining Corporation, Ltd., is sponsoring the combine.

Owing to heavy oversubscription, the lists were closed at ten o'clock. In the prospectus it is intimated that important negotiations are in progress with other leading Eastern dredging groups, and it is intended to aim at unification of policy and management over the widest possible area within the Eastern tin fields.

**STRIVING FOR BALKAN PEACE.****M. VENIZELOS' AIM.**

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 1st. M. Venizelos, the Greek Premier, after signing the pact of friendship between Greece and Italy at Rome, paid a visit to Paris where he conferred at some length with French statesmen, and is now in London.

He has already met Mr. Stanley Baldwin, Lord Cusendun, the acting Foreign Secretary, and Sir Ronald Lindsay, and has engaged in lengthy conversations.

In an interview with *Reuter*, M. Venizelos said he came to London merely to explain what he had done in Rome in order to avoid the possibility of misunderstandings.

M. Venizelos said that his policy aimed at the conclusion of similar pacts with all Greece's neighbouring States, but these should not be interpreted as alliances.

He declared he was working towards Balkan understanding, and mentioned that Turkey was about to sign a pact of friendship with Bulgaria, but it was essential, he added, for Balkan understanding that there should be real friendship between Bulgaria and Yugoslavia.

**SWEDISH CABINET.****THE NEW MINISTERS.**

[THROUGH REUTER'S AGENCY.]

STOCKHOLM, Oct. 1st. The new Conservative Cabinet has been formed. The Premier is Rear-Admiral Arvid Lindman, Minister of Foreign Affairs, M. Trygger, Minister of Finance, Professor Wohlin and Minister of Justice, M. Bismarck.

**HOPES OF ULTIMATE SUCCESS.****DOCUMENTS HANDED TO U.S.A.****NEW PHASE IN NAVAL DISARMAMENT.**

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 1st. It is announced in London that following the unfavourable reply from Washington regarding the Anglo-French naval agreement, both the British and French Governments have handed to the United States Government, for their information, all the documents connected with the naval limitation proposals, revealing the manner in which the accord was attained.

It is reported by *Reuter's* Paris correspondent that it is understood in authoritative circles that there will be no immediate reply to the American Note, as the Note itself was a reply.

It is, however, considered that a new phase in the negotiations has been opened by the nature of the American reply and that negotiations can be continued through diplomatic channels.

It is pointed out that by taking the points upon which an agreement has been reached as a starting point, a successful issue should ultimately be attained.

**FROM ONE MAYOR TO ANOTHER.****BEAR CUB INAUGURATES NEW AIR SERVICE.**

[REUTER'S AMERICAN SERVICE.]

MONTREAL, Oct. 2nd. A bear cub was one of the passengers in the new air mail express service between Montreal and New York which was inaugurated yesterday.

Attached to the cub was a message from the Mayor of Montreal to the Mayor of New York.

Fifty Canadian planes acted as a preliminary escort to the mail plane.

A regular air mail and passenger service between Toronto and Montreal was also inaugurated yesterday.

**SUCCESSFUL SPEED TRIAL.****WELL OVER 300 MILES AN HOUR.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 1st. In making a trial flight at Calshot on the Supermarine Napier S5 seaplane with which he hopes to beat the air speed record of 318 miles per hour, held by the Italian, Major De Bernardi, Flight-Lieut. D'Arcy Greig to-day travelled well over 300 miles per hour.

The weather conditions were good. Flight-Lieutenant Greig was in the air for 24 minutes, and he made the quickest tour on record of Portsmouth, the Isle of Wight and Southampton.

He expressed complete satisfaction with his machine. A slight change is to be made with the rigging of the machine, and mechanics will work throughout the night to make this adjustment, so that Flight-Lieutenant Greig can make another trial flight to-morrow morning.

**BRITISH MINISTERS APPOINTED.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 1st. H.M. the King has approved the following appointments:

Mr. Charles Bentinck, Minister at Addis Ababa, to be Minister at Lima.

Mr. Sydney Waterlow, Minister at Bangkok, to be Minister at Addis Ababa.

**"GOLDEN BRIDGE FOR INDIA."****THE SIMON COMMISSION.****LABOUR MEMBERS' AIM.**

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 1st.

There was a lively discussion at the annual Conference of the Labour Party, at Birmingham to-day, on the question of the expulsion of Communists from the Party, the result being a decided endorsement of the Executive Committee's stand to prohibit the attendance of such delegates at the annual gathering.

The debate arose on the report of the Executive Committee, which was submitted to the Conference for approval. This stated that a policy had been formulated to secure complete loyalty to the Party and the expulsion of the Communist element.

The reference back of this part of the report was moved as an amendment, which was, however, defeated by a large majority.

**Heated Debate.**

During the course of a heated debate on the subject, a representative of the Executive Committee stated that local Labour Parties had been prohibited from sending Communist delegates to the annual Conference, but Trade Unions had been allowed to do so.

"This intolerable position must be ended," declared the speaker. The Executive Committee's report was eventually adopted.

**Simon Commission.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 1st.

The appointment of the Indian Commission under the chairmanship of Sir John Simon was the subject of a hostile motion introduced by Mr. Fenner Brockway.

The motion was rejected by the enormous majority of 2,859,000 card votes against 150,000.

In the course of the discussion, Mr. Ramsay MacDonald, the Labour leader, emphasised the democratic character of the Commission. He said the Labour representatives on the Commission would do their best to build a golden bridge for India which would make India the captain of her own salvation.

**Government Attacked.**

Mr. Ramsay MacDonald later moved a resolution which he described as a "full-blooded and unqualified condemnation of the Government's foreign policy," demanding that the Government sign a general pact of arbitration, that it abandon the Anglo-French naval agreement, that it sign an effective disarmament treaty, and withdraw unconditionally all foreign troops from the Rhineland.

Mr. MacDonald said that the Government's actions at Geneva since 1924 had been nothing else but putting obstacles in the way of peace. He declared that the Anglo-French agreement was not a disarmament agreement, it was a recognition of the requirements of France and Great Britain in the event of war, the assumption of the parties being that an agreement of such a character was made for peace and would be acceptable to other nations as a contribution to European disarmament.

**Resolution Adopted.**

The Labour Conference adopted the resolution moved by Mr. MacDonald, who concluded his speech by saying that when the House of Commons met in November the Labour Party would demand the publication of the Anglo-French agreement together with the notes exchanged by the two Foreign Offices. The Conference sat in private in the afternoon to discuss the financial position, with special reference to the effort to raise £100,000 for the election fund.

**SAILOR'S "WIFE IN EVERY PORT."****JUDGE DISAGREES.**

"It is a common saying that a sailor has a wife in every port, but that is not my experience," said Judge Atherley Jones at the Old Bailey in a case in which a first-class stoker in the Navy who had pleaded guilty to bigamy was bound over.

Judge Atherley Jones said he could not recollect any previous case of a seaman wearing the uniform of the Navy coming before him for such an offence.



## FOOTBALL FIXTURES.

## PROGRAMME FOR NEXT TWO WEEK-ENDS, &amp;c.

## FIRST DIVISION.

## To-day.

Small Units v. 2nd Bn. K.O.S.B. L.S.B.A. E. R. Atkinson, R.N.  
Saturday, October 6th.  
Kowloon v. Chinese Ath. Mr. F. Smith.  
R.A. v. Police. Pipe-Major W. Mackie, 2nd Bn. K.O.S.B.  
Recreio v. Small Units. L.S.B.A. E. R. Atkinson, R.N.  
H.K. Club v. South China. Wt. Engr. J. W. Baker, R.N.  
R. Navy v. 1st Bn. Queen's R. Regt. S/Sergt. J. Gilbert, R.A.O.C.

## Wednesday, October 10th.

R.A. v. Small Units. Wt. Engr. J. W. Baker, R.N.

## Saturday, October 13th.

1st Bn. Queen's R. Regt. v. 2nd Bn. K.O.S.B. Mr. F. Smith.  
R.A. v. Chinese Athletic. L.S.B.A. E. R. Atkinson, R.N.  
Recreio v. Kowloon. Pipe-Major W. Mackie, 2nd Bn. K.O.S.B.  
H.K. Club v. Police. S/Sergt. J. Gilbert, R.A.O.C.  
South China v. R. Navy. Capt. A. W. Austin, M.C., M.M.  
R.A. v. Austin, M.C., M.M.

## SECOND DIVISION.

## To-day.

2nd Bn. K.O.S.B. v. 1st Bn. Queen's R. Regt. B.Q.M.S. E. Hutchins, R.A.

## Saturday, October 6th.

Recreio v. St. Joseph's. B.Q.M.S. Hutchins, R.A.  
South China "A" v. South China "B". Pte. W. Lamb, R.A.M.C.  
Small Units v. R.A. Mr. T. G. Stokes.

R.A.F. v. R. Navy. Mr. Ip Kow Ko.  
Kowloon v. Eastern. L/Cpl. G. C. Shead, 1st Bn. Queen's R. Regt.

Chinese "A" v. University. L/Cpl. J. W. Griever, 2nd Bn. K.O.S.B.

## Saturday, October 13th.

R. Navy v. South China "A". Mr. C. Mose.

South China "B" v. 2nd Bn. K.O.S.B. Pte. F. Farnsworth, 1st Bn. Queen's R. Regt.

1st Bn. Queen's R. Regt. v. Small Units. Sgt. F. J. Toms, R.A.  
Chinese "A" v. R.A. Mr. A. M. M. Samy.

University v. Eastern. Gunner J. Kinella, R.A.

Recreio v. R.A.F. Sgt. C. Clark, R.A.

Kowloon v. St. Joseph's. Mr. J. Lawrence.

## MID-WEEK LEAGUE.

## To-day.

Lam Long Wan v. P.W.D. Chinese. Gunner J. Kinella, R.A.

Chinese Ath. v. Police. Pte. W. Lamb, R.A.M.C.

South China v. Ewo Chinese. L/Cpl. G. C. Shead, 1st Bn. Queen's R. Regt.

## Wednesday, October 10th.

Hung Koi School v. South China. B.Q.M.S. E. Hutchins, R.A.

P.W.D. Chinese v. Police. Mr. Ip Kau Cho.

Ewo Chinese v. Lam Long Wan. Sgt. C. Clark, R.A.

## INTER-DEPARTMENT BOWLS.

## GOVERNMENT HOUSE IN THE FINAL.

The Small Units who recently beat the Police in the Inter-Department bowls competition were defeated by Government House yesterday by the narrow margin of two shots. The match was played at Government House, the teams and scores being:

Government House: Capt. A. J. L. Whyte (No. 1), Major H. B. L. Dowbiggin (No. 2), H.E. the Hon. Mr. W. T. Southorn (No. 3), J. Deakin (skip) 22.

Small Units: F. H. Holdman (No. 1), J. Wiltshire (No. 2), H. Westlake (No. 3), G. C. Moss (skip) 20.

Government House and the P.W.D. are now in the final of the competition.

The Sanitary Department were the winners last year, and after defeating the Revenue Department they were eliminated by the P.W.D., the latter having also beaten the Prisons Department. The Small Units beat the Police and are now put out of the competition by Government House who drew a bye.

## HOCKEY.

## Y.M.C.A. II. v. UNIVERSITY II.

The following have been chosen to represent the Y.M.C.A. 2nd XI. against University II., to-morrow, at King's Park ground. The match begins at 5.15 p.m. sharp:

P. Sands; V. M. Hast; R. W. Capen; E. G. Sewell; W. H. Smith; J. D. Murphy; A. Tate; G. Mitchell; W. Morrowman; A. Kinross; W. McIntyre.  
Reserves: J. M. Purvis and H. Burton.

## FOOTBALL IN ANCIENT CHINA.

## HANDBOOK OF HAN DYNASTY.

## THE INVENTOR A 4,000 YEAR AGO EMPEROR!

The Chinese have always made a fetish of precedence. That football was popular in China may be gathered from the fact that it was ascribed to the invention of the mythical Yellow Emperor who is alleged to have lived more than 4,000 years ago.

He was so wise and beneficent, such an excellent magician, that to saddle him with the introduction of football was but a drop in his bowl of good works. He might have invented anything and was happily removed from the sphere of positive proof. Moreover, he lived so long ago that it is probable he never lived at all.

## A Handbook Of B.C. 290.

When we come to the Han dynasty, about B.C. 200, we are on safer, if less picturesque, ground for at that time there existed a handbook on football in which the game was described in 25 chapters. According to Professor Herbert Giles, there is reason to suppose that Chinese football originally "formed part of the military curriculum of the day, and was a means of training soldiers and of putting their powers to the test."

## A Game For Soldiers, Poets And Professors.

On one occasion, when soldiers were short of food, General Ho Ch'u Ping "hollowed out a place to play football in." At a later period the game was by no means confined to the military. Curious enough, it seems to have attracted those learned in the Classics and proficient in poetic composition.

Even Chinese Emperors played football with enthusiasm. Cheng Ti was so fond of the game that certain high officials pointed out that such indulgence was "unsuitable to the Imperial dignity." When the Monarch replied: "We have playing; and what one chooses to do is not exhausting," they appealed to the Empress. She proved to be singularly unimpressed, for she promptly suggested tiddlywinks, or "squalls," Cheng Ti's reply to his consort has not been recorded. Possibly historians found it unsuitable to hand down to posterity.

## Stuffed With Hair.

The Chinese football was originally a round bag of leather stuffed with hair, or as a poet described it: "Eight pointed strips of leather made into a ball." At a later period it was filled with air.

"To inflate a football," observes a Chinese writer, "is easy, but is really difficult. The ball must not be very hard, or it will be too bouncy, and the full force cannot be used in kicking. Neither must it be very flabby, or you will have an opposite result, and the ball will not travel when kicked. It should be about nine-tenths full of air; this will be found to hit off the mean."

"As to the game itself, we read: 'Two long bamboos were set up, several tens of feet in height, and with a silken net stretched across, over which the ball had to be kicked. The players formed themselves into two parties, and the game was decided by points.' When played on the Emperor's birthday, before the Imperial Pavilion, the goal was 'adorned with gaily coloured silks.'"

There were over 70 different kinds of kicks, and the following quaint instruction is given as to the correct position of the player: "The body should be straight as a pencil; the hands hanging down, as though carrying things; there should be great elasticity of movement; and the feet should be as though jumping or skipping."

Penalties For Praise.  
The winning players received gifts of flowers, fruit, wine, and sometimes brocade and silver bowls. The captain of the losing side did not participate in these good things. In a country where the unauthorized removal of a pet dog from Court meant death for the culprit, the unsuccessful football captain was severely flogged.

Of famous players of the game there was Wang Ch'i Sou, whose reputation as a footballer was only equalled by his learning. K'ung Kuei, a descendant of Confucius, played the game well. Chang Fen kicked "a ball half as high as the pagoda," and the poet Li Yu wrote an inscription for a football ground in which he advocated "determination and coolness, without the slightest irritation at failure."

One wonders if Li Yu had ever been a defeated captain.—Daily News.

## CRICKET FIXTURES.

## ROYAL NAVY AND CRAIGEN-GOWER MATCHES.

The following are the League fixtures for the Royal Navy, Craigen-gower and Hong Kong University for the current season:—

## Royal Navy 1st XI.

Date. Opponent. Ground.

November 24th—Chinese R.C. Away.

December 8th—Craigen-gower 1929. Away.

January 12th—Kowloon C.C. Home.

19th—Indian R.C. Home.

February 2nd—Royal Artillery Home.

10th—Civil Service C.C. Home.

23rd—Hong Kong C.C. Away.

Match 2nd—University. Away.

Royal Navy 2nd XI.

Date. Opponent. Ground.

October 13th—Police R.C. Away.

November 3rd—Club de Recreio Home.

24th—R.A.S.C. Home.

December 8th—Craigen-gower 1929. Home.

January 19th—Indian R.C. Home.

26th—Kowloon C.C. Home.

February 13th—Royal Engineers Home.

23rd—Hong Kong C.C. Home.

March 2nd—University. Home.

18th—Civil Service C.C. Away.

Craigen-gower 1st XI.

Date. Opponent. Ground.

November 3rd—Indian R.C. Away.

17th—Civil Service C.C. Away.

24th—Kowloon C.C. Away.

December 1st—Chinese R.C. Home.

8th—Royal Navy. Home.

1929.

January 6th—R.A. Home.

12th—Hong Kong C.C. Away.

19th—University. Home.

Craigen-gower 2nd XI.

Date. Opponent. Ground.

October 27th—Police R.C. Home.

November 3rd—Indian R.C. Home.

10th—H.K. Electric Co. Home.

17th—Civil Service. Home.

24th—Kowloon C.C. Home.

December 1st—Club de Recreio Away.

8th—Royal Navy. Away.

1929.

January 19th—University. Away.

26th—Royal Engineers. Home.

March 2nd—R.A.S.C. Away.

## FRAUD ON BOOKMAKERS.

## POSTMAN'S SHARE IN CONSPIRACY.

Before the Recorder (Sir Ernest Wild, K.C.), at the Central Criminal Court, London, last month, George Williams, 58, postman, and Stephen John Carter, 49, assistant steward, were each sentenced to three years' penal servitude on a charge of conspiring to obtain money by means of a forged instrument. Mr. C. T. Samman appeared for Carter.

Mr. Percival Clarke, who appeared with Mr. Foster Boulton for the prosecution, on behalf of the Postmaster-General, said that Williams and Carter had taken advantage of the fact that it was the practice of bookmakers to accept a bet sent through the post if the postmark on the letter was antecedent to the time of the race. Two systems of fraud had been employed. Counsel explained that in accordance with one of the systems Williams who was employed in the South Tottenham Sorting Office, would pass a stamped envelope through the date-stamping machine and later would go outside and hand the envelope to Carter.

Carter would put in the envelope bets on races which had already taken place, and then return the envelope to Williams, who would slip it back to the post office and take it into the dispatch bag. Thus a bookmaker would receive a letter post-marked 1.15 p.m. containing a bet on a 2.30 race, which had in fact been taken to the post office by Williams at 3.30.

Counsel said that in the other method adopted the necessary postmark was obtained by means of what was known as a "cut out letter." A blank envelope bearing only a stamp would be enclosed in another envelope bearing an accommodation address used by Carter. A portion of the outer envelope would be cut away so that the stamp on the inside one was exposed. This package would then be put into the post and the result would be that Carter would get possession of an envelope bearing no address but having on it a stamp marked with an early time stamp. A little later this envelope, containing a bet on a race which had just taken place, would be on its way through the post to a bookmaker, Williams having put it in to the dispatch bag.

## RACING STABLE FIRE.

## VALUABLE HORSES BURNED TO DEATH.

## DERBY WINNER SAVED.

[THROUGH REUTER'S AGENCY.]

Can, Indiana, Oct. 2nd.

The racing stables of John Heritz, owner of Reigh Count, winner of the last Kentucky Derby and the leading three-year-old in the United States, have been gutted. Reigh Count was saved, being blindfolded and led from the blazing building, but other thoroughbreds valued at over \$20,000 were burned to death.

## AIRCRAFT ENDURANCE.

## BRITISH PLANS FOR 72 HOURS' FLIGHT.

The assembly stage is now being reached in a most interesting attempt to evolve a British aircraft capable of remaining in the air for three days and three nights continuously, and the preliminary flight tests will be made very soon.

The machine, a Fairey-Napier monoplane, which has been built by the Fairey Aviation Company, Hayes, to the order of the Air Ministry, is being fitted with the latest Napier Lion engine, and represents a departure from general British practice in that a monoplane form instead of a biplane has been chosen. The present endurance record, held by Germany, was set up in July when Harren Risler and Zimmerman in a Junkers monoplane remained in the air for 65½ hours, thus beating the Italian record of 38 hours and 45 minutes made in June, and the fact that nation after nation strives to raise the record has led to the British experiment being hailed as a challenge to the foreign endurance records. This is correct in one sense, but it is understood that the main purpose of the Air Ministry is further research upon long endurance, which may have a great practical value in view of the scattered strategic bases of the Empire. It would be foolish, however, to ignore the spectacular effect of two British pilots leaving a British aerodrome one day and remaining in continuous flight over Great Britain for three days and end, and if the performance equals the promise, flying on for perhaps another five or six hours.

Preliminary Tests.

Naturally, exhaustive consumption and performance tests must be made before any real attempt can be started to fly continuously for the longest time possible, and the attainment of any new record by Great Britain depends in the end upon a decimal point in the fuel consumption of the engine, assuming complete efficiency everywhere else. Normally the aero engine of to-day burns 0.5lb. of fuel per horse-power hour, and the reduction of that consumption to, say, 0.45lb. per brake horse-power hour, represents an increase in the range of 10 per cent. That is, the saving of 0.05lb. per horse-power hour, presuming a flight range of 50 hours, would alone equal another five hours' flying, and if the cruising speed had been 100 miles an hour, an extra 500 miles would have been added to the range of the aircraft.

The military importance of such an improvement in flight range needs no emphasis, and from a commercial point of view a useful comparison can be given if the case of a machine with 1,000 horse-power and a 600 mile range be taken. Assuming that further development assures an average consumption of 35lb. per horse-power, which would seem possible, it means that at a cruising speed of 100 miles an hour there is a saving of 900lb. in fuel, all of which would be available for some concentrated form of freight. There is, therefore, every justification for the experiments directed to the increase of range, and much valuable knowledge will undoubtedly be secured from this Fairey-Napier experiment.

The choice of a monoplane is in itself due to the fact that head resistance can be reduced slightly by the use of one large wing, while the thickness of the wing has other advantages. It means that the interior of the wing can very usefully be used for the fuel tank, and the removal of these, and the further advantage of enabling a smaller body to be designed.

Naturally, the Fairey-Napier monoplane in itself will have no military or commercial value, but the lessons learned from it may very well be incorporated in practical aircraft. It will be in effect a flying petrol tank, and when it first starts on the long duration effort its overload will be such that it will probably only Cranwell aerodrome will be able to give it a sufficient starting run.

## DUCK FEATHERS.

## EXPORT TRADE OF \$4,000,000 A YEAR.

## BUSINESS THREATENED BY BUILDING AND HEALTH ORDINANCE!

The export of duck feathers from the Colony has always been a lucrative business for the last fifty years. It was stated that no less than \$4,000,000 of business was done yearly, but it is now feared that the business would be seriously affected by a recent Health and Building Ordinance.

At the monthly meeting of the Chinese General Chamber of Commerce yesterday, a letter was read to the effect that the Government had prohibited the storage of duck feathers in the godowns at West Point on the ground that this commodity is included in the "offensive trade list," and should be stored in a special area provided for such goods.

The letter protested against such an obstacle being placed in the way of a line of business which had always been a source of revenue to the Government as well as to foreign shipping companies. Taxpayers in this line and it drew attention to the fact that the storage of feathers in the godowns at Kennedy Town, was no more offensive than the storage of odorous salt fish in a certain residential section of Des Voeux Road West.

Mr. Ho Lu said that when he received the letter from the Sanitary Board relating to the matter, he at once went to see Mr. J. Watson, Secretary of the Board. Mr. Watson, however, was unable to do anything in the matter and referred him to Mr. W. J. Carrie, president of the Board. The latter referred Mr. Ho Lu to the Health and Building Ordinance which clearly defined that offensive goods could not be stored in godowns situated in the western section of the town.

## Not Offensive Goods.

Mr. Ho Lu contended that duck feathers, packed in bales, could not be classified as offensive goods. It was entirely different from the loose feathers which were being handled by certain factories in the peninsula. There the feathers were being sorted out and graded. Work in this connection could be properly included as an offensive trade, and in the process of sorting out and grading, there was bound to be dust and loose feather flying about.

Mr. Ho Lu advised the Chamber not to take any further steps until he has had a reply from the Sanitary Board who, it is understood, are considering the matter.

In conversation with a Daily Press representative, Mr. Ho Lu said that the Nam Pak Hong merchants are the biggest dealers in this line. The feathers are consigned to them from factories in the inland, and they export them to Europe and America on a commission basis. Therefore since their interests in this trade are not so great as the factories, they would be prepared to drop the business if obstacles are placed in its way. It would, however, mean less freight for foreign shipping companies.

## MEASUREMENT OF TIME.

## REMARKABLE ACCURACY.

At the recent meeting in Glasgow of the British Association, Mr. J. Jackson, of Greenwich, described the Section of Mathematical and Physical Sciences the progress of craftsmanship in measuring time scientifically.

He dealt with two clocks, the invention of Mr. Shortt, that were installed at the Greenwich Observatory in 1924 and 1925. These clocks, he said, had shown such remarkable accuracy that at Greenwich they looked forward to the time when these or similar clocks could be used to check the rotation of the earth and any small irregularity in the earth's rotation. Each clock consisted of a face pendulum of invar swinging in a vacuum and a slave clock. The slave clock did all the work, including the release of the gravity lever which maintained the free pendulum, the free pendulum being interfered with for only part of a second every 30 seconds.

The principal irregularities shown by both clocks were a temperature coefficient of three-thousandths of a second per day per one degree Fahrenheit and a gradual slowing down of the pendulum, attributed to a growth of the invar rod. The difficulty of producing a clock of still greater accuracy was that of producing a more stable material than invar.

Professor Turner, of Oxford, said the design of these clocks was due to a railway accident. A train having run off the line, Mr. Shortt tackled the problem of estimating the speed of trains so as to prevent similar accidents in the future. He was told the timing fork was the best means of timing speed, and then found he had to time the timing fork. This led him to design the clock.

## NEW RAILWAY STATION FOR SINGAPORE.

## F.M.S. GOVERNMENT SAID TO BE LUKEWARM.

Negotiations are proceeding between the F.M.S. Government and the Colony Government, the Singapore Harbour Board, and the Singapore Municipality regarding the scheme for a new railway station at Singapore and extensive deviation of the island railway line.

The plan is to take up about six miles of the existing track from Bukit Timah to Tank Road station, and construct a new line in a wide sweep around the south-west portion of the city to a new station in Keppel Road opposite the docks. This will not only permit of the abolition of the level crossings on the present line, and the possible use of the track for one-way road traffic, but it will enable the F.M.S. Railway to construct a station which will be worthy of Singapore. The Tank Road station is inadequate from every point of view, and the passenger traffic on the railway has increased so much of recent years that great inconvenience is being experienced.

It is understood that the proposal to construct a hotel owned and operated by the F.M.S. Railway, which was much talked of a few years ago, has been finally dropped, but the new station will be a large establishment, with ample goods yards and other accommodation. It will, of course, be conveniently situated for passengers disembarking or embarking at the wharves, and it will have the advantage of a trolley bus route running past it.

## Confidential Discussions.

The discussions proceeding at present are confidential, but it is understood that the total cost of the scheme will run to several million dollars, and that it will take three years to complete. The cost will be shared between the Colony and the F.M.S. Government (as the owners of the F.M.S. Railway), and, according to our Kuala Lumpur correspondent, it is rumoured in the Federal capital that the F.M.S. Government is not too enthusiastic about proceeding with the scheme at the present time, and that its immediate fate depends upon the arrangement which can be made with the Colony.

It may be added that the line of the new track, which can be seen at the Land Office, swings well outside the thickly settled districts of Singapore, and therefore the cost of acquisition should not be sensational. It cuts across Jervois Road and Alexandra Road, and crosses Kampong Bahru Road a short distance west of the General Hospital.

The next railway extension in Singapore will probably be a branch line to the industrial districts of Kallang and Tanjong Rhu, but that cannot be expected for some years to come.—Straits Times.

## NATIVE LABOUR IN SOUTH AFRICA.

## WHITES' INTERVENTION FOR HIGHER WAGES.

While the clear implications of the Union Wage Act as affecting the wages of native workers are to make no colour distinction, it has been found impracticable to fix a minimum wage applicable fairly to black and white labour. Early in 1928 the Bloemfontein Town Council, which controls the largest native population in any urban area, appointed the Mackenzie Commission to consider a minimum wage. The Commission met representatives of the white employers and black employees and recommended for native unskilled labour a wage of 3s. daily, asking the Government to give it legal effect.

A meeting of Mr. Boydell, Minister of Labour, with representatives of the Bloemfontein municipality and employers of labour was held recently. From the minutes of the meeting, now published, it appears that Mr. Boydell declared that the action of the Bloemfontein had brought home to the Cabinet the significance and far-reaching importance of the question, for it was the first instance in South Africa where whites had come forward asking the Government to fix native wages in order to prevent difficulties. The Government had decided to make a start in Bloemfontein by applying the Wage Board's determination of 3s. 6d. daily or some other amount finally determined. The Minister hoped that Bloemfontein's patriotic example would lead the way, so that other centres might seek a mutual arrangement between employers and natives, failing which Government would have strong grounds for taking action. The present native wage averages 2s. 3d. daily. The Minister also said that he would favourably consider the Bloemfontein employers' suggestion of a compromise of 3s. 3d. daily, rising gradually to 3s. 6d.

The importance of the question lies not only in the improvement in the position of native workers, but in the fact that this is the first time a real effort has been made to fix a scale for native wages, and that the present action of Bloemfontein may be a precedent for developments of a similar kind throughout the Union.

## WOMAN SUES EX-RULER OF INDORE.

## MOTHER'S TALE OF OFFER FOR HER DAUGHTER.

The ex-Maharajah of Indore, whose love affairs have attracted considerable attention in recent years, has been brought into public prominence once more by an action begun in Bombay.

The former ruler will be remembered for his share in the abduction of the beautiful dancing girl, Mumtaz Begum, in Bombay. He abdicated after that incident had been revealed. This year he married Miss Nancy Miller, an American girl, with whom he is now living in Paris. He is being sued in Bombay for £13,800 by the mother of another girl.

Amazing allegations savouring of a film plot were made against Tukojirao, the ex-Maharajah of Indore, in the Bombay High Court.

A beautiful Hindu woman has filed a suit claiming £13,800 damages for alleged wrongful imprisonment, for personal injury, and wrongful conversion and misappropriation of her property, with systematic cruelty practised on her during the past eleven years, at Indore and Bombay.

## "Cruelties."

She is Sowkabi Pandharinath Rajaputkar, residing at Girgaum, Bombay, and she alleges that the ex-Maharajah, when he was ruler of Indore, deceived her and her daughter from Bombay through his agents with a view to restraining their liberties for his own immoral purposes, and ultimately confined them at Indore for eleven years, while innumerable cruelties were practised on them by him or at his instigation.

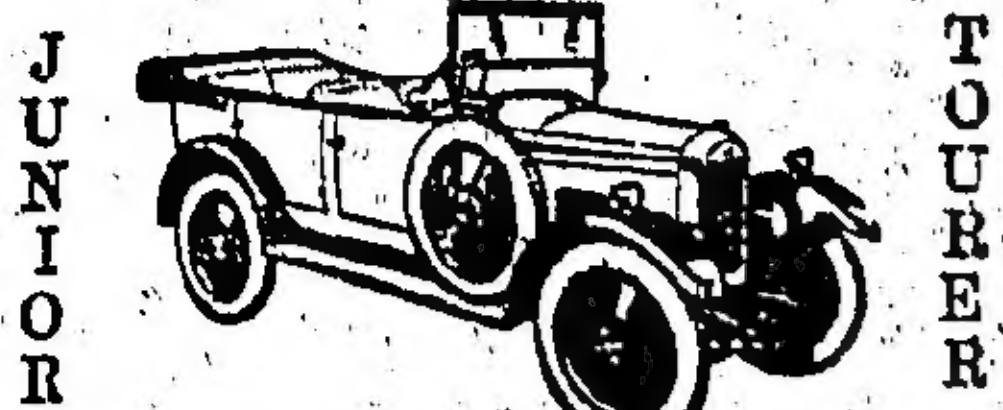
The case came primarily before Justice Davar, a Parsee judge of the Bombay High Court, on the ground that the cause of the action arose in Bombay, as she was resident here when the alleged abduction took place.

The ex-Maharajah, through his counsel, opposed the application for the admission of the suit on the ground that it could not legally be maintained, as at all the times mentioned in the complaint he was the ruling chief of Indore State. He further contended that the cause was beyond the jurisdiction of the Bombay Court, and that the allegations were unfounded and untrue.



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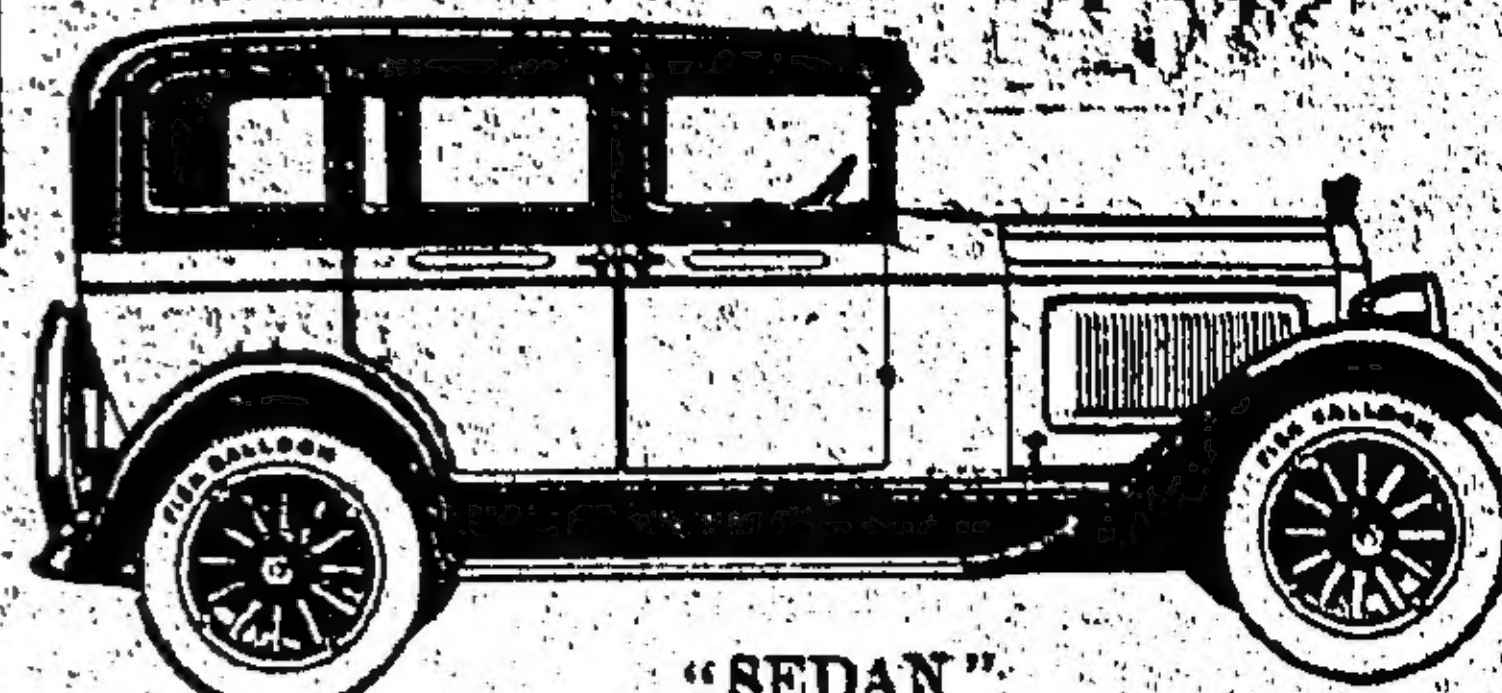
THE HONG KONG DAILY PRESS, WEDNESDAY, OCTOBER 3rd, 1928.

## MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Local Motor Notes—Hong Kong Hotel Service—A Studebaker Record—The Studebaker Motor-car Corporation—Girl Motor Drivers—New Motor Fuels—On Choosing a Car—100,000 More Motor Cars—Seven Million Cyclists.

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### LOCAL MOTOR NOTES.

ANYWHERE IN TOWN FOR 50 CENTS.

CAR HIRE AT \$2 AN HOUR?

A local motor-car dealer has expressed his intention of placing a De-Luxe Service of a very popular American make of car on the road as Taxis. These vehicles will be at the disposal of the public at the very low fare of 50 cents between any two points in town, Causeway Bay and Kennedy Town are given as the limits of town with the General Post Office as the Town Centre. Robinson Road will form the limits for the Upper Levels. These cars will also, we understand, be available for hire at a very low cost of \$2 an hour!

A feature of the latter service is that it will not be necessary to retain the car in the road after arriving at the required destination as it is proposed to have Depots at all points of town and in several outlying parts of the Island. However, the project depends upon permission from the Government and if that is obtained it will be carried out in the near future; meanwhile the principals of the proposed service wish to withhold their identity from the public.

NEW MODELS ON VIEW.

Nearly all the Motor Dealers of the Colony have received their 1929 shipments and have them displayed either at their respective show-rooms or on the already crowded parking spaces in Town. The Buick, Chrysler, Nash, Essex, New Hudson, Hupmobile and the Studebaker cars are perhaps the most noticeable, while the Italian Fiat still commands attention where "looks" are considered. The improvements in the design of motor-cars is astounding when placed beside the models of but a year or two ago. To the engineering eye they are "things of beauty."

### FILM OF THE T.T. RACE IN IRELAND.

Motion-picture goes, no doubt, have seen with interest the recent Pathe Gazette at the Queen's Theatre which included a few scenes from the Ulster Tourist Trophy Race for Motor-cars in Ireland. One or two incidents were especially good and the Austin Seven entrant was shown in the act of taking a complete turn skid while rounding one of the bends. The short but exciting scrap between a small and bigger car clearly illustrated the speed capabilities of both classes. To see these cars in motion gives one the idea of what it means to lap a 20 odd mile course with the difficult corners shown, at an amazing speed of over 70 m.p.h.

### FORTHCOMING MOTOR SHOW.

The Motor Show to be held at Olympia, London, this month has evoked the usual crop of rumours about new models and still further reductions in car prices. In fact, the £100 car is anticipated to be the feature of the Show. The recent announcement by the Austin Manufacturers of their reduction of the price of the Austin "7," and the mystery "Morris Baby" tend to strengthen these rumours. In point of fact the £100 car is considered to be a long way off, but it is true that the Motor Show will present newer and better models at the old prices.

### A FITTING BRIDAL COACH.

Did any motorist notice that the motor-car which conveyed Miss Violet Muir Newson from Repulse Bay Hotel to St. John's Cathedral for her wedding with the Master of Napier was a 1929 model of the Studebaker "Director Sedan"—surely a fitting bridal coach! This car is now at the Hotel's show-rooms, and it is stated that a prominent member of the local American community is contemplating the purchase of this car.

### MOTOR-CYCLE NOTES.

NEW MODELS FOR 1929.

ANNOUNCEMENTS BY MANUFACTURERS.

The Motor-Cycle Show is to be held at Olympia, London, in a few weeks' time and the Motor-Cycle Manufacturers at Home are now announcing their 1929 models, which will be exhibited at the Show. Some long awaited improvements have been made to many popular machines, while gear-box speedometers are a new feature included on nearly all models.

#### The A.J.S. Surprises.

The A.J.S. Manufacturers have perhaps announced the biggest surprise of all. Hitherto this firm has stubbornly retained old features in their design, but now an almost new machine is produced. All A.J.S. models will have saddle tanks, dry pump lubrication, and a Smith speedometer driven from the gear-box. A 998.c.c. twin will replace the smaller model of 7.9 h.p.; while two-port O.H.V. engines with enclosed push rods and rocker boxes will be obtainable. The kick starter also been altered and is a marked improvement over the previous year's model. A new type of front fork is employed resembling in appearance the famous Webb Forks. Adjustable handlebars fitted with steering dampers will make this new mount a good seller.

#### Raleigh Alterations.

Outwardly the Raleigh cycles have not altered to any great measure. Their somewhat extensive range has now been cut down to five models. Three side valve models (250 c.c., 350 c.c. and 500 c.c.) are listed, with two O.H.V. models of 350 c.c. and 500 c.c. The O.H.V. 350 c.c. model is identical to the 500 c.c. model which remains the same as last year. The 350 O.H.V. models produced last year has been dropped in favour of the new 350 machine. All Raleigh cycles are fitted with engines made by the Sturmev-Archer Company who hitherto have made gear-boxes only.

#### A 250 O.H.V. Ariel!

The Ariel Motor-Cycle Manufacturers have created a mild sensation in producing a 250 c.c. O.H.V. machine of their own. For years this firm has concentrated only on machines of 500 c.c. capacity and upwards; and their new small model is proof of the increasing demands for a small mount capable of fulfilling the work of the bigger capacity engines. Although no illustrations have yet been published to show the outward appearance of the Ariel surprise, it is expected that the mount will be most attractive.

#### A Great Rudge Victory.

The results of the Ulster T.T. Motor-Cycle races held in Ireland were a triumph for the Rudge-Whitworth Motor-Cycles. They were placed 1st, 3rd, 4th and 7th, which won for them the coveted Manufacturers Team Prize.

Graham Walker who rode the winning Rudge fought a neck and neck duel with G.P.J. Dodson on a Sunbeam and only one mile from the finish they were level on the last corner. The Rudge was the faster machine and screamed over the finishing line some 200 yards ahead of the Sunbeam machine. The race was won at over 80 m.p.h., with a record lap of 82 m.p.h. The Rudge-Whitworth firm are now the winners of the fastest road race ever held, while the Ulster T.T. race is acknowledged as second only to the Isle of Man T.T. race which is the blue-ribbon of the Motor-Cycling World.

### A STUDEBAKER RECORD.

30,000 MILES IN 27,000 MINUTES.

GREAT FEAT BY TWO STOCK ROADSTERS.

In a demonstration of endurance and stamina, two fully equipped stock model Studebaker President Eight Roadsters have each travelled 30,000 miles in less than 27,000 consecutive minutes. This feat accomplished on the Atlantic City Speedway between July 21st and August 8th, eclipses all records in this direction.

During the same period two fully equipped stock President Eight Sedans established a new standard of endurance and stamina for fully equipped stock closed cars by travelling the same distance at speeds only slightly less than those set by the two roadsters. The speed averages of the roadsters were 68.37 and 68.33 miles per hour respectively, while the two sedans averaged 64.15 and 63.99 miles per hour for 30,000 continuous miles.

The entire run was timed and supervised by the American Automobile Association whose technical representatives also certified to the strictly stock design and construction of the cars. Application has been made by A.A.A. officials to the International Association of Recognized Automobile Clubs in Paris for official recognition of this new achievement as a world record.

#### Under A.A.A. Supervision.

A significant feature of the test was the manner in which the Presidents were selected for the run. In accordance with the latest rules enacted by the American Automobile Association covering stock car tests, Capt. R. A. Leavelle and Ralph Harlocker, of the A.A.A. Contest Board, picked the motors and chassis for the event at random from the assembly lines of Studebaker plants. Motors and chassis were then sealed, assembled and driven under A.A.A. supervision to the Atlantic City Speedway. There, the cars were completely disassembled by the A.A.A. technical committee and each vital part was carefully checked against stock specifications.

#### A Bad Track.

The track of the Atlantic City Speedway, weakened by exposure to the elements, caused trouble throughout the entire run. As the cars sped around the track, great crevasses opened in the plank and a large force of carpenters was kept busy both night and day replacing rotted timbers and plank. As the run progressed, conditions became rapidly worse. Splinters ripped out of decayed planks by the flying wheels, punctured tyres almost faster than the pit crews could replace them. Finally, in the interest of the safety of the drivers, it was decided that driving beyond 30,000 miles would be unwise.

In addition to the poor track conditions, unfavourable weather was the rule rather than the exception. Throughout the early days of the run, the temperature frequently rose to above 100 in the shade, "with no shade," as one official remarked. Drivers wore a costume consisting of helmet, goggles, track trunks and shoes. Rain occasionally brought temporary relief in temperature, but made the track extremely slippery. Among the features of equipment of the four Presidents watched with much interest by Studebaker engineers during the run were the ball-bearing spring shackles recently (Continued on next Column).

### HONG KONG HOTEL SERVICE.

COMFORTABLE VEHICLES.

The stopping places for the New Bus routes along Queen's Road have now been fixed and cars have been given to selecting the stopping places to meet the requirements of the public. The first consignment of buses for the Hong Kong Hotel Service has arrived in the Colony. These are the Vulcan 30-seater double entrance buses with first-class seating throughout. The chassis is of the low loading type, its low centre of gravity and wide track make it practically impossible to over-turn, and the danger of skidding is greatly minimised. The advent of this vehicle undoubtedly opens out a new era in safe and luxurious passenger travel.

(Continued on next Column).

ly adopted by Studebaker as standard equipment. These spring shackles stood up under the total of 120,000 miles of driving without lubrication or mechanical attention of any sort, and at the finish, they were performing as efficiently and quietly as the first hour.

The closest approach to the records set by the Studebaker Presidents was held by Studebaker Commanders. Last fall two Commander Sport Roadsters each covered 25,000 miles in less than 23,000 minutes, an average speed of 65.31 miles per hour. A Commander Sedan attained an average for the same distance of 61.98.

On account of its low construction and consequent ease with which passengers can enter and leave the vehicle, it is eminently suitable for public service, and being "equipped" with powerful vacuum-assisted four-wheel brakes, it is always under the driver's control, and can be rapidly retarded in case of emergency.

There are two passenger entrance doors, the driver being separated from the passengers by a partition, the upper portion being glazed, allowing observation of passengers compartment. Large polished plate glass windows ensure a well lighted interior. The side lights being made to drop and adjusted to any position for ventilation. Three ventilators of draught-proof pattern are fixed at intervals along the centre of the roof. The seats are of the semi-bucket type arranged on each side of the centre gangway. All seats are upholstered in real leather. Other details of the equipment include bell to driver's compartment with pneumatic push button each side of body and at the back, blind behind driver, and two rails with straps. The interior of the Saloon is brilliantly illuminated by plated CAV special lamps. The body is painted in orange and cream and the whole is of a pleasing appearance.

The Hong Kong Hotel Garage hope to have sufficient vehicles to start this service at the end of the current month. The schedule being a five-minute service.

The fare will be ten cents for any part of the route and monthly tickets will be issued at ten dollars each.

### NOISY MOTOR-CYCLES.

BERLIN POLICE ACTION SUCCESSFUL.

The unreasonable noisiness of motor-cycles, against which the Berlin police have recently taken action, has undoubtedly abated as the result of the seizure of some hundreds of machines suspected and since, in many cases, found to have lacked the silencing apparatus demanded by the law. Nevertheless, similar raids at frequent intervals would seem to be necessary if the offenders, mostly thoughtless youths, are to be kept effectively under control.

The more dangerous side of the motoring "craze" continues to be the subject of public discussion. The Deutsche Tageszeitung refers in indignant terms to an advertisement of a motor-cycle for which it is claimed that with a little practice it can be ridden even on bad streets and round curves with the hands off the handle-bars. Such a prospect of dangerous and forbidden riding-for riding with the hands free is strictly prohibited by the police regulations in the newspaper contents, almost irresistible to young and inexperienced enthusiasts, when deliberately encouraged.

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(A.R. 11)



## MOTERING NOTES (CONT'D.)

## ON CHOOSING A CAR.

## DRIVERS' LIKES AND DISLIKES.

## VARIOUS IDEALS.

(By THE HON. MATTHEW GREVILLE.)

"Now which do you think is the best car?"

This question is fired at me almost daily, and each time I am asked it I feel more and more helpless and tongue-tied. After all, it ought to be fairly simple to answer, but as a matter of fact it is not.

Putting aside the obvious question of price, and the type of car that the person wants, which will narrow the issue down to a certain extent, the fact remains that a vehicle which will be perfectly satisfactory in the hands of one person will be, for no apparent reason, nothing but a source of worry and trouble in the hands of another.

The person who is going to drive or be driven in the car is really of far more importance than the car. In my opinion there is as yet no really perfect vehicle on the market—that is, one that fulfils all the conditions of theoretical perfection; at the same time there is probably no really bad car sold in any country in the world to-day.

The best one can hope to do in giving advice on the buying of cars is to decide whether the qualities which one knows that the vehicle possesses are the sort that will be appreciated by the person who intends to buy it, and to do this one must know the buyer very well. Even this will often prove unsatisfactory, and one sometimes meets with tremendous surprises. I know of cars which would appear to be absolutely unsuitable for their owners and yet they are giving complete satisfaction.

## Strange Examples.

People who are quite unable to change gear without distressing the whole countryside are the proud and happy owners of cars that require continual gear changing, and will not be induced to go under 20 miles an hour on top gear; but they seem to enjoy it, and the car, being a good piece of engineering, stands up to it. Then there are others who are secretly intensely dissatisfied and always having trouble, but by a misplaced sense of loyalty cover up the defects. They talk about their cars loudly and often, and generally never manage to get beyond their lodge gates without unrolling the tool kit.

Another type is one which makes its choice name rather than performance. The car is bought because it has a famous name, and so it must be all right. Still another group consists of searchers out of impossible places. They drive over impossible roads, they cross climb huge mountains, they cross deserts and then grumble when their car fails, though it was only designed to go over normal English and Continental roads. Then there is the opposite type, who think that a vehicle that crosses the Sahara is the ideal for the Brighton-road.

The fact is everyone expects something different from his car according to his character. I myself would not dream of recommending the sort of car that I consider ideal to more than half of the people I know. It happens to suit me admirably, but many of its most engaging virtues would appear to be horrible vices in other hands. It does not even come up to my theoretical ideal of a motor-car, but, quite frankly, I would not change it for a moment for anything that did.

## Idiosyncrasies.

One realises the deficiencies of one's own car on the rare occasions when it is lent to someone else. Certain little things that one has been accustomed to for years escape a stranger. The clutch movement may be stiff, the brakes too far down, the adjustment, or some other little thing of which one is perfectly aware, may be wrong, and have been wrong for years. One is so used to it that it becomes part of the mechanics of driving, but a stranger finds it very awkward.

In addition to the difficulty of finding the car that suits the man, it must be remembered that, even in these days of mass-production, no two cars of the same make ever behave in exactly the same way. Some cars are born "brutes," and the reason for their brutishness can never be discovered. One of the most remarkable examples I know is that of a doctor, who owns two very expensive cars of a fine make, bought at about the same time and practically identical in every detail. Both cars are driven by the same man, and have covered about the same distance, yet one has run for nearly two years without giving any trouble at all, while the other spends most of its time in the service depot. The maker's name is quite unable to find out why there should be any difference, but one can tell which car is coming up the (Continued on next Column).

## GIRL MOTOR DRIVERS.

## WOULD THEY BE BETTER THAN MEN?

Statements made by a well-known peeress on the question of unsatisfactory chauffeurs, which were reported in the *Daily Mail*, have brought numerous letters.

The peeress stated that two chauffeurs whom she had engaged had to be dismissed for "joy-riding."

A chauffeur writes from Enfield, Middlesex:

I know the temptations of taking joy-rides. Having carefully discussed this matter among my colleagues, I have found what I consider the only remedy.

(1) If the average chauffeur was paid an honest living wage, allowing him to possess a small car of his own, then he would never use his employer's.

(2) Considering the hours that are put in by us, would it not be possible to have an arrangement with the employers of, say, two hours' legal joy-ride per week?

Mr. E. L. Jones, 84, Liddell-gardens, N.W., says:

The chauffeurs whom your peeress correspondent was so unfortunate as to employ must have been sheer lunatics to commit the breaches of trust complained of. They must have had more leisure time at their disposal than 99 out of 100 chauffeurs.

## A Calling For Girls.

Mrs. Harry Heymann, Allways, Shepherd's-road, Watford, Hertfordshire, writes:

The experiences related by a well-known peeress clearly indicate a definite calling for well-educated girls who are prepared to qualify in the many excellent motor-training schools. Girls are naturally more reliable, and their duties more serious, and at the same time are able to be regarded as companions and helps in many domestic and social matters.

Mr. H. Rigby, 68, Kew-road, Birkdale, Southport, Lancashire, says:

I think if people wanting chauffeurs would get men with experience instead of taking on young drivers they would get more satisfaction.

## FORD CARS AND IMPORT DUTIES.

## MACHINERY MOVED FROM CORK TO MANCHESTER.

It was announced by the chairman at a meeting of the Cork Motor Club that the firm of Henry Ford and Son had definitely decided to transfer the bulk of their work to Great Britain. He said that a great proportion of the newly erected machinery had already been taken from Cork to Manchester. The decision was due to the fact that they had been unable to arrange a satisfactory solution of the import duty difficulty, which precluded the Ford car from competing in the British market.

Inquiries at the Ford factory, at Cork, resulted in confirmation of the statement that certain machinery was being shipped to Manchester. It was stated that the bulk of the company's output had been absorbed in the past by the English factory, and had had, since last April, to bear a British import duty of 22-8 per cent, with charges for freight, insurance and boxing. The company was compelled to eliminate unnecessary and avoidable expense.

street without looking, simply by the noise of the engine. One car pulls silently and powerfully, while the other is noisy and is quite ten miles an hour slower; and yet when one takes the engine down neither instruments nor one's own senses show any difference between the two.

There will always be good and bad cars of this description, even in the higher priced classes, and the instance I have given is nothing out of the ordinary. And then I know of a few cars made just after the war which are full of the most horrible technical faults, and have no business to run at all, but—out of sheer cussedness, I suspect—are still behaving quite well, and on performance can be ranked as good cars.

Thus this business of advising people on the buying of cars is both difficult and dangerous, and should only be tackled with the utmost caution, for the "best car" is just an opinion. Good design and workmanship must always tell in the long run, when a large number of cars are taken into consideration, but from the individual owner's point of view there is often a wide gap between theoretical and practical perfection. (Continued on next Column).

## 100,000 MORE MOTOR-CARS.

## BRITAIN'S BATTLE OF "BABIES."

## SALOON v. TOURER.

There are 100,000 more motor-vehicles on British roads (England, Wales, Scotland, and Northern Ireland) than there were at this time last year.

When will "saturation" point be reached?

The "show" is near at hand; there will be clamour for new ideas; the latest "babies" of a number of firms will be competing for popularity; improvements will be seen in most departments of construction. There is every sign of larger outputs by manufacturers next year than during 1927-28.

Figures compiled by the Society of Motor Manufacturers and Traders show that there are on our roads at present:

880,000 private motor-cars,  
315,000 motor trucks, lorries and commercial vehicles generally,  
92,000 motor charabancs, omnibuses, coaches, etc.

Total 1,287,000

This time last year British roads carried:

750,000 private motor cars,  
285,000 motor trucks, etc.,  
82,000 motor charabancs, omnibuses, etc.

Total 1,117,000

The ratio of motor-vehicles to British population a year ago was one to every 38.5. This year the ratio is one to about 32 persons. Britain has still a long way to go before the ratio equals that of America, which is one motor-vehicle to about five persons.

"Conditions in England," said an authority on motoring development and statistics to a *Daily Express* representative yesterday, "make it that one motor-car to every five of inhabitants is a ratio not likely to be realized for a long time."

## Necessities.

The matter does not rest with the makers or the desire of the public to own cars. Economic conditions generally stand in the way. Each house must have its garage; there must be numerous extensive parking places. These things are coming, surely, if not as rapidly as motor lovers would wish.

Trouble-saving cars that obviate the necessity for diving beneath the floor-boards and emerging like a stoker every time greasing is required; no-gear cars; kindly benevolent wayside hotel keepers who have something better than the cold shoulder to offer, are among the developments prophesied in connection with the increasing wave of motor enthusiasm.

More roads and better roads are needed. About eighteen months ago the Ministry of Transport issued a suggestion for "road making." Where this has been followed the roads are infinitely better.

However, the great question of the show this year again is likely to be: Saloon or tourer? The Briton is an open-air creature—but the British climate fights hard for the saloon.

## THE STUDEBAKER MOTOR-CAR CORPORATION.

## AN INDEPENDENT ORGANIZATION.

The Studebaker Motor Car Corporation claim to be the greatest independent motor-car manufacturer in the world. The Studebaker car, with the exception of tyres, is made throughout by the manufacturer. From the bumper to the gasoline tank at the back is produced from the huge plants in four cities of America, and two in Canada and Australia respectively.

The head-lights and ignition system is Studebaker made, and even the glass for the windows is made by their plant. With such an organization, improvements to their yearly models are most interesting. The new 1929 Studebaker leaves little to be desired. The latest improvements include ball bearing spring shackles which have added to the riding qualities of these motors, while another small yet important improvement is the adoption of adjustable steering wheels. By a little adjustment at the base of the steering column the steering wheel may be raised or lowered to suit the requirements of the driver. The braking capabilities of the motor have also been improved. A greater percentage of the motor manufacturers employ the "Over-head valve" design of engine operation either by push-rods or camshafts. The Studebaker, however, retains the L type of side valve engine, with which they have broken all records for speed and endurance for any stock model car in America—regardless of price and power. The side-valve type of engine is, it is claimed, simpler and more economical to maintain.

Another feature of the 1929 models is the square dashboard which holds all meters encased in silver-etched frames. The upholstery of these cars also deserves mention.

## NEW MOTOR FUELS.

## EXPERIMENTS IN SWITZERLAND.

The *Automobil Revue* and the leading Swiss newspapers are devoting long articles to the new kinds of fuel for motor-cars, which have just been tested on the Jaunpasse with very satisfactory results, and may one day replace petrol. The Pyrotechnic Department of the War Office, after some not very successful trials with charcoal gas, so-called gasogen, which is enjoying some favour in the French army, is now employing a mixture of benzoin and alcohol.

The trial-races on the Jaunpasse were satisfactory, though the ninety drivers who took part in them were surprised by this new fuel, whose qualities were kept secret from them, so that they could not even adapt their carburetors to it. The Military Authorities intend to reserve this produce for military purposes. They are satisfied that in times of emergency it would be possible to eke out the available supply of petrol, so that it would last three or four times its ordinary length of time.

But even more satisfactory results were obtained by another fuel, which has been produced by the Martini Motor Works at St. Blas. Its inventor is Director Steiger of the said works, and it is called "Steiger-Brennstoff" after him. Of course, all details regarding its composition and manufacture are kept secret. But it is known that it is alcohol in a solid form, which is dissolved into gas by the simple process of adding water. The carburetor is of a special construction. It contains no benzoin or benzol at all, so that it can be Swiss-made throughout, and would make Switzerland independent of any foreign oil-fields. Its efficiency surpasses that of benzoin by 50 per cent. Another advantage is that it burns up completely, leaving not a trace of soot in the cylinders. Produced whole (Continued on next Column).

## MASS ATTACKS ON WORLD RECORDS.

## BRITISH RE-CLAIM MANY LOST RECORDS.

With the close proximity of the Motor Cycle Show, the Racing Staffs of nearly all important Motor-Cycle Manufacturers are concentrating on "breaking world records." Recently, Mr. C. W. G. Lacey on a 500 c.c. Grinlay-Pearless J.A.P., won the "Motor-Cycle" cup by returning over 100 miles in the hour on British soil. Hitherto this achievement was considered almost impossible as there were no Racing Tracks in Britain which would permit such high speeds. However, Lacey thought otherwise and proved it by returning 103 m.p.h. for the hour.

## On The Continent.

As is well known, a great number of the important world records are held by Continental Firms. At a recent speed meeting at Arpajon, France, British riders and machines created a sensation. Captain C. M. Baldwin on a 1,000 c.c. Zenith J.A.P. attained the world's fastest speed (mean) for any motor-cycle in the world. His mean speed for the flying mile was 124.62 m.p.h., while his fastest time (one way) was 127.3639 m.p.h. This record was formerly held by Mr. C. F. Temple on an O.E.C. Temple (British) at a speed of 121 m.p.h. The fastest speed one way is held by Freddie Dixon on a Brough Superior, J.A.P. (British) (Continued on next Column).

sale, it could be sold for one-third of the present petrol price, which is about 1s. 6d. a gallon, as there is a heavy duty on it for the upkeep of the roads.

Swiss motorist circles are taking great interest in this Steiger-Brennstoff, which is expected to bring about some changes. For the present, it will not yet appear on the market. First all the possibilities of its manufacture must be tried out and patented.

## SEVEN MILLION CYCLISTS.

## NUMBERS GROW IN SPITE OF MOTERING.

People who live in big cities in England and see nothing but motor traffic hardly realise that the country is still full of cyclists, competent authorities at the celebration of the fiftieth anniversary of the foundation of the Cyclists' Touring Club estimating their number at between seven and eight millions and the number of cycling clubs at thirteen hundred.

There are no official statistics here as there are in countries where cycles are registered for taxation. "but we consider," said Mr. B. W. Best, editor of *Cycling*, in an interview, "that there must be at least as many in this country as in France; and in France we know there are seven millions and a half. Although racing here is on a smaller scale, the cult of pleasure cycling and touring is, indeed, much stronger than it is in France."

"How, then, has cycling been affected by motoring?"

at 130 m.p.h. Claims have been made by American firms, but these are not recognised outside America.

Again "Bill" Lacey was not contented and at the same meeting broke the flying mile record for a machine of 500 c.c. capacity. Again astride his Grinlay-Pearless J.A.P. he returned 112 m.p.h. for the flying mile. This record was formerly held by the F.N. motor-cycle—a small Belgian firm, who still retain the record for the flying kilometre.

## 350 C.C. Machine Does 140 M.P.H.

Britain again claimed a record formerly held by a Continental firm when Mr. Lacey, again on a 350 c.c. Grinlay-Pearless J.A.P. machine, broke the flying mile at 104 m.p.h. It will be noticed in each case the engine fitted to the winning machine was made by the J.A.P. engine manufacturer. They are, perhaps, the most successful proprietary motor-cycle engine manufacturers in Great Britain.

"In the very beginning all motorists were cyclists, and very little difference was seen; but in the five or six years preceding the war motoring was having an effect. The dust from the roads made an enormous difference to cycling, until that evil was remedied."

"Since the war cycling has gone ahead very rapidly. In the country, in the small towns, and in most of the suburbs, there is more cycling to-day than there ever was, and in the big cities, though cycling is a business rather than a pleasure, the wheel-folk are adapting themselves to the new conditions."

"More women are riding now than at any time in the history of cycling. In recent years there has been a great development in rational dress for cycling women, the costumes being skitless. Women ride far and fast, mostly with clubs. There are, of course, many individual women riders outside the ranks of clubs, and those who wear rational costume. For shopping, paying visits and excursions into the country, bicycles are extremely popular with women."

"British bicycles are still the best in the world, and the export trade, one of the brightest features in British industry, is ever increasing."

The jubilee celebrated recently was not, of course, the jubilee of cycling, but that of the Cyclists' Touring Club. "Fifty years ago," Mr. Best said, "cycling was already well established. The 'boneshaker' had disappeared, the machine in vogue in 1878 being the high ordinary, which was ridden by a fair number of enthusiasts and clubmen."

"It was the introduction of the safety bicycle in the late eighties that gave cycling its enormous impetus, because then, for the first time, riders short in stature were able to ride on equal terms with tall people, and women, though to some extent they had been in it from the start, found an established place in the pastime. The introduction of the pneumatic tyre, about 1889, gave cycling its second great fillip."

## NEW BEAUTY

## BACKED BY

## 98 OFFICIAL RECORDS

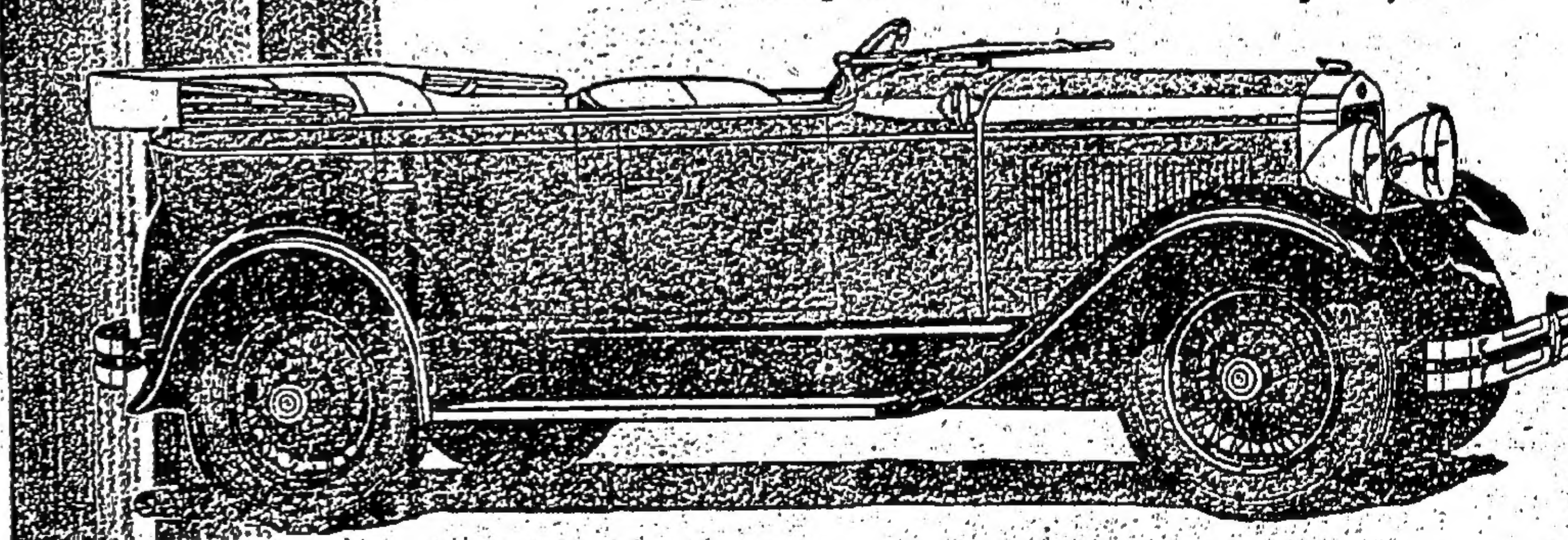
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Pres. Taft ... Oct. 27th, 6 p.m. Pres. Lincoln ... Nov. 24th, 6 p.m.

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## HAMBURG AMERIKA LINIE.

## NOTICE TO CONSIGNEES.

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having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery may be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 3rd October, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.  
All Claims must reach us before the 17th October, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by this Underwriting.

JEBSEN & CO.

Hong Kong, 29th Sept., 1928. [6770]

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., where, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd October, 1928, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 28th Sept., 1928. [6753]

SHIP'S MASTER  
FINED.CARRYING TOO MANY  
PASSENGERS.CHINESE VESSEL WITH A  
FRENCH PASSENGER  
CERTIFICATE.

Captain H. A. Johnson, master of the s.s. *Shun Chih*, a Chinese owned steamer running between Hong and Saigon was before Commander J. B. Newell, D.S.O., R.N., at the Marine Court on a summons for carrying too many passengers.

Mr. M. K. Lo appeared on behalf of the Captain and entered a plea of not guilty.

The summons arose out of a visit to the s.s. *Shun Chih* by Mr. Thompson the Boarding Officer before the vessel had moored to her buoy in Harbour on her arrival from Saigon on September 29th.

The ship was taken to Stonecutters and there the passengers were counted with the aid of two other Harbour Office Officials.

Only 212 Passengers During Typhoon Season.

According to the Hong Kong regulations the vessel was permitted to carry only 212 passengers during the Typhoon Season. The count by the officials revealed that there were 337 adults, 66 children and 73 crew, a total of 463 persons on board.

Mr. M. K. Lo intimated that he would not dispute the number counted on board by the official, but the question was raised as to the validity of the certificate held by the ship.

## Certificate For 363.

Captain Johnson giving evidence said that the exact number of passengers was known to the authorities when the vessel left Saigon.

Each passenger was provided with a pass, the half of which was retained by the police at that port and the other half by the passenger.

It was usual for the ship to be cleared with an "approximate" number of passengers, which was clearly defined later. The custom of the port was that this "approximate" definition would be sufficient for clearing purposes. On this occasion the "approximate" number had been found to be 300, but had it been stated, on checking up, that 360 were on board, the Saigon authorities would not have allowed the ship to proceed.

Witness then produced the certificate which had been issued by the Saigon authorities and which allowed for 363 passengers. With certain modifications as to cargo the number could be increased to 406 passengers.

## Reason For The Crowd.

Captain Johnson said that he was well acquainted with the Hong Kong Port Regulations and was aware of the passenger limitation. He said that the greater number of passengers demanding accommodation on that particular day might have been due to the fact that the s.s. *Telemachus* had been burnt out and was therefore off the run.

## Validity Of The Certificate.

Mr. Lo remarked that it was a case of a vessel flying the Chinese flag, and carrying a French certificate. There was, said Mr. Lo, a previous finding of the Court, in which a Chinese vessel had carried a Canton passenger certificate, but had also a French survey certificate which had only just expired, and which His Worship's predecessor (Commander Holo) had stated would have been recognizable had it been current. It would be possible, if an adverse decision were given, that a ship although allowed to leave Saigon with a perfectly valid certificate in the eyes of that local authority, and carrying a certain number of passengers, would not be allowed to enter Hong Kong with those passengers. The result would be the barbarous expedient of throwing them overboard!

"That is the natural practice," observed His Worship, "except that they throw them into sampans."

## French Survey Of Vessel.

Captain Johnson was then questioned by the Magistrate and said that the ship had been surveyed in Hong Kong last January.

The passenger certificate which he held from the Saigon Authorities had been issued after a "look over" the vessel for about 15 minutes. This might not be the correct procedure but nevertheless the certificate was officially signed by the Saigon Authorities.

The Marine Magistrate found that an offence had been committed and imposed a fine of \$100. His Worship remarked that it was contrary to the Ordinances of Hong Kong for a foreign ship to have a passenger certificate other than that of her own nationality; unless that passenger certificate was of equivalent value to a British certificate.

(Continued at foot of next column.)

## CORRESPONDENCE.

## PIRACY PREVENTION.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I think most of your readers will agree with the views expressed in your article this morning on the question of reprisals for piracy. For myself, I also agree with your depreciation of resistance by unarmed men when suddenly faced by a gang of desperadoes not only armed, but utterly unscrupulous. It is, however, not in the blood of the average British sailor to throw his hands up without show of resistance, and I suppose we cannot expect men in the China Coastal service to take things quite so quietly as they would be undoubtedly justified in doing.

Meanwhile, as a layman, I wish someone would enlighten me on this point—why is it not possible for some international action to be taken in this matter? If all the Great Powers are really as friendly toward one another as we are led to believe by speeches at Geneva and elsewhere, why do they not get together and discuss some joint action to protect merchant shipping from piracy? Surely the fact that British ships are the only victims does not prevent the French, American and Japanese navies lending a hand, and joining forces with the British navy in establishing some sort of patrol along the China Coast?

I may be mistaken, but it is my opinion that if one Japanese steamer had been seized in the manner that a dozen British ships have been now pirated, the Japanese Navy would have been on the job very quickly, and some sort of convoy system or some other scheme of protection devised which would have put a stop to these outrages. Of course, it is primarily the duty of the British authorities—the Chinese being admittedly helpless in the matter—to protect British ships, but after all pirates are the enemies of all peaceful mariners, and to me it seems only right that all nations interested in keeping the high seas free from such pests should be not only willing but anxious to co-operate in some scheme for dealing with piracy.

Perhaps some of your readers who are engaged in the China Coast trade, and others who know more than I about the technical and possibly legal difficulties, will be good enough to explain whether or not this suggestion of mine is of any practical value. If it has none, possibly they can submit a plan which would meet the case. Obviously, the matter is one which needs action, but discussion is necessary to ascertain what action would be most effective.—Yours faithfully,

Hong Kong, October 2nd, 1928.

## "PHOTOGRAMS."

## TRANSMISSION OF FACSIMILE MESSAGES.

The Postal Telegraph Company in New York put into commercial operation last month a new telephoto and facsimile message service which it calls photograms. One part of the service permits of the sending, between any two of eight of the largest cities of the country, of telegraph messages which will be delivered to the addressees in facsimile. The charge for such messages is one and a half times the ordinary commercial rate. Thus, a ten-word message by photogram from New York to Boston, for example, costs \$4.25, to Cleveland \$2.25, to San Francisco \$1.80.

Another part of the service provides for the transmitting of pictures, documents, advertisements, etc., messages in, for example, Chinese or Hebrew, in fact in anything that can be photographed.

The charges for sending photogram pictures, on a plate 3 in. by 7 in., from New York are \$15 to Boston or Cleveland, \$20 to Atlanta or Chicago, \$25 to St. Louis, \$45 to Los Angeles or San Francisco. These services have been made possible by a contract with the American telephone and telegraph company.

## NOT INTERESTED IN THE PRECEDING CASE.

The summons against the master of a cargo boat for being under way without the proper regulations, lights was then proceeded with. The defendant, however, had to be shaken to answer his name. He had fallen asleep in the bottom of the dock during the earlier part of the preceding case. He pleaded guilty and was fined \$10 with the alternative of 10 days' hard labour.

ANOTHER BOOK ON  
DICKENS.MR. STRAUS'S NEW  
BIOGRAPHY.A CORRECTIVE TO  
"EPHESIAN."

Another book on Charles Dickens has been published. It is a lively and well-written biographical study (Charles Dickens, Gollancz, 18s.), by Mr. Ralph Straus, and should be read as a corrective to "Ephesian's" estimate of the novelist.

For Mr. Straus, on it seems, at least equally valid evidence, gives in many ways a more attractive picture of the novelist than any that has previously appeared. Dickens, as he sees him, had faults—glaring faults; but hypocrisy, close-fistedness, and lack of charity were not among them. Like his characters, he was "exaggerated."

He lived a sort of exaggerated novel himself. In a sense he may be said to have been living a Dickens novel all his days. He saw himself always as a character in a book or a play that he might have written.

Explaining himself, And throughout his life he took himself and his affairs with a solemnity which was not always accorded to the affairs of other people; at theirs he could laugh, but not at his own. He could not bear to be misunderstood, and in his efforts to explain himself sometimes cut a ridiculous figure.

In marrying Kate Hogarth he made the greatest mistake of his life, but there is nothing in the evidence which Mr. Straus has had before him to suggest that Dickens did not treat his wife with consideration and a large measure of generosity. He idealised her sister Mary; he ought to have married her, but to reproach a man because he has married the wrong woman is as absurd as it is unjust.

As for Kate's other sister, Georgina, Mr. Straus makes it clear that it was she and not their mother who cared for Dickens's children, and that no one did more than she to prevent a separation between the unhappily married pair.

## Hard Bargains.

Dickens drove hard bargains with his publishers, as authors who take their work seriously have always done when hard bargains could be driven; in his impulsive way he sometimes promised more than he could fulfil; but there is no evidence that any publisher suffered as a result of a transaction with the novelist.

He imposed his own will on the illustrators of his books, and Mr. Straus gives a version of the Seymour affair which seems to dispose of "Ephesian's" suggestion that on hearing of Seymour's suicide Dickens thought only that "Pickwick" was ruined. As Mr. Micawber Dickens immortalised his improvident father. That he did so without one bitter touch is proof of a generous nature, for his father's "damnable shadow" haunted most of his life. His father's debts, his brother's debts—he was incessantly called upon to come to the rescue.

He was never really free of these limpets, and time after time he was driven nearly wild by their extravagant follies. It is not pleasant to speak of these matters, but it is not only stupid to omit them. It is also unfair to Dickens.

## "More Kissable."

Dickens was the last man to have an exaggerated veneration for solid respectability, and yet it was as the embodiment of solid respectability that he figured in the legend woven round him in his lifetime. He adored the stage and theatrical people, he was a close friend of the novelist Wilkie Collins, a far from immaculate character, and at a dinner party in the United States he started the company by the remark that of two women one "was the more beautiful but the other the more kissable person."

£14,000,000 GIFT FOR  
SHAREHOLDERS.

## COLUMBIA RECORD RESULTS.

Shareholders of the Columbia Graphophone Company are to receive a free gift of share worth more than £14,000,000 at a recent market valuation.

It was announced last month in London that the company was paying a final dividend of 35 per cent. for the accounting period of fifteen months; also that part of the reserves would be capitalised, each shareholder being given one share for each share now held. The number of Ordinary 10s. shares issued now is about 900,000. The current market price of the shares was 21s. 8d. There are also Preference shares to the value of £200,000.

Profits of the Columbia Company for the fifteen months were £201,000, against £180,000 for the previous year. The great rise in the value of "record" shares has been one of the "romances of the Stock Exchange." Columbia shares were obtainable at 15s. 6d. in 1924; a few days ago they would have been sold for £18 10s. Gramophone Company 21 shares have risen in the same period from 28s. to more than 21s.

SURVEYING OF  
SHIPS.CHINESE COMPANIES  
PROTEST.DISCUSSION AT CHINESE  
CHAMBER OF COMMERCE.

Considerable discussion took place at the meeting of the Chinese General Chamber of Commerce yesterday, when a letter from the Chinese Shipping Guild was read in which protest was made against the order issued by the Harbour Authorities relative to the periodic surveying and docking of ships.

The general ground of complaint against the order was that Chinese companies, who charged very low freights, could not afford the expense, which would be incurred. Further there would be considerable loss if a steamer was laid up annually in dock.

The Chairman said that the matter had been taken up with the Government and the Harbour Authorities by Mr. Chau and he learned that the order applied to vessels belonging to all nationalities, and was not confined to Chinese owned steamers only. It was a measure taken to ensure the safety of the passengers. It was also pointed out that some Chinese vessels were very old, some of which had seen service for about fifty years, and even more. They were still useful but constant docking was necessary.

One interested party pointed out that if the order was only to ensure the safety of passengers' lives, why should it also apply to cargo boats. The Chairman pointed out that even a cargo boat carried human lives on board. After further discussion, it was decided that in view of the fact that the order applied to vessels of all nationalities, the Chamber could not very well ask for an exemption in the case of Chinese owned ships. They would, however, plead for it to be less strictly applied to Chinese steamers.

## CONSIGNEE NOTICES.

## BRITISH INDIA S.S. CO., LTD.

## FROM KOBE &amp; MOJI.

THE Steamship  
"TAKADA"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 9th October, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th October, 1928, will be subject to Rent.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 3rd October, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 17th October, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 2nd Oct., 1928. [6791]

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Oct. 2nd

Previous Day at 2 p.m. On Date On Day at 2 p.m. 6 a.m. 8 p.m.

Barometer... 29.86 29.83 29.83  
Temperature... 83 76 82  
Humidity... 62 58 62

Wind... Direction N NNE NE  
Force 1 2 2  
Weather... 0 0 0  
Rain... 0.16 0.00 0.08

Highest open-air Temperature, 1st: 83  
Lowest open-air Temperature, 1st: 75

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

## HONG KONG TIDE TABLE.

From October 3rd to 9th, 1928.

HIGH WATER. LOW WATER.

Day of Week. Day of Month. Hong Kong Standard Time. Height. Day of Week. Day of Month. Hong Kong Standard Time. Height.

Wed. 3. 0 23. 8 0 m. 5. 46. 1.7  
Thur. 4. 1 38. 5 3 m. 6. 43. 1.8

Fri. 5. 0 24. 7 4 m. 8. 52. 1.9  
Sat. 6. 1 13. 7 3 m. 8. 31. 2.2

Sun. 7. 4 57. 7 3 m. 9. 1. 2.1  
Mon. 8. 4 4. 8 0 m. 10. 4. 2.0

Tues. 9. 5 36. 5 3 m. 11. 1. 1.9  
Wed. 10. 6 16. 5 4 m. 11. 1. 1.8

## CONSIGNEE NOTICES.

## NOTICE TO CONSIGNEES.

## THE "ELLERMAN" FAR EAST LINE.

## FROM EUROPE.

## THE Steamship

"CITY OF KHOS"  
having arrived, Consignees of Cargo by her are hereby notified that their Goods are being landed and placed at their risk into the hazardous and extra hazardous Godowns of the Hong Kong Wharf, whence Delivery may be obtained.

Consignees also are notified that before Bill of Lading will be countersigned, signature to General Average Bond is required and a deposit of 4% made as contribution to General Average.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th October, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 10th October, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, at 10 a.m., within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 2nd Oct., 1928. [6789]

## BRITISH INDIA S.S. CO., LTD.

## FROM CALCUTTA, RANGOON, PENANG AND SINGAPORE.

## THE Steamship

## "PALMA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 8th October, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th October, 1928, will be subject to Rent.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 3rd October, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 17th October, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 1st Oct., 1928. [6784]

## NOTICE TO CONSIGNEES.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s

## STEAMER "LAHORE."

## ARRIVED HONG KONG ON

30th SEPTEMBER, 1928.

FROM ANTWER



CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	YUNNAN	On 3rd Oct.	6 p.m.
TIENTSIN	CHIKIANG	On 4th Oct.	4 p.m.
SHANGHAI	LINAN	On 4th Oct.	6 p.m.
WUHAIR, CHIAO & TIENTSIN	KUICHOW	On 8th Oct.	4 p.m.
SHANGHAI & TIENTSIN	SUNNING	On 7th Oct.	8 a.m.
SWATOW & BANGKOK	KALGAN	On 7th Oct.	2 p.m.
AKOT, SWATOW & BANGKOK	ANKING	On 8th Oct.	8 a.m.
SHANGHAI, NEWCHOW & DALRY	LUCHOW	On 8th Oct.	3 p.m.
SHANGHAI & TIENTSIN	SUIYANG	On 9th Oct.	6 p.m.
SHANGHAI	HUPH	On 10th Oct.	6 p.m.
SHANGHAI, FAKHOI & HAIKONG	TEAN	On 11th Oct.	10 a.m.
SHANGHAI & TIENTSIN	CHENAN	On 11th Oct.	6 p.m.
SWATOW & BANGKOK	SHANTUNG	On 14th Oct.	6 p.m.
AKOT, SWATOW & BANGKOK	KWANGCHOW	On 14th Oct.	8 a.m.
SHANGHAI, NEWCHOW & DALRY	ANHUI	On 15th Oct.	8 a.m.
AKOT, SHANGHAI & TIENTSIN	KANGKOW	On 15th Oct.	2 p.m.
SHANGHAI	SINCHOW	On 16th Oct.	8 p.m.
SHANGHAI	YUNNAN	On 17th Oct.	8 p.m.
WUHAIR, CHIAO & TIENTSIN	HUICHOW	On 18th Oct.	4 p.m.

SAILINGS SUBJECT TO ALTERATIONS.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents, Telephone Central 35.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTIE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Excellent & Most Up-to-date Fleet & Service. (See Passenger & Freight Book for details.) HONGKONG TO SYDNEY—19 DAYS.

Steamer	Days from Hong Kong	Days to Port
"CHANGTIE" ...	19th October	18th November
"TAIPING" ...	26th October	25th November
"CHANGTIE" ...	2nd November	1st December
"TAIPING" ...	9th November	8th December

\* Will call at Hanoi.

For Freight and Passage Apply to BUTTERFIELD & SWIRE, Agents, Telephone: CENTRAL 35.

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JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong:

1. "CITY OF WELLINGTON" ...	Via Suez Canal	5th October
2. "AGAPENOR" ...	Via Suez Canal	17th October
3. "CITY OF KHIOS" ...	Via Suez Canal	26th October
4. "PYRRHUS" ...	Via Suez Canal	16th November
5. "CITY OF PERTH" ...	Via Suez Canal	30th November

(Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.)

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PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

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AND

NEW YORK

M.V. "JAPANESE PRINCE" ... 14th October  
M.V. "CHINESE PRINCE" ... 8th November

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegram: Furprince

King's Building, 119



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
D'ARTAGNAN ... 9th Oct.	G. METZINGER ... 9th Oct.
SPHINX ... 23rd Oct.	PAUL LECAT ... 23rd Oct.
G. METZINGER ... 8th Nov.	ANDRE LEBON ... 7th Nov.
PAUL LECAT ... 20th Nov.	ORENOLEAUX ... 21st Nov.
ANDRE LEBON ... 15th Dec.	PORTHOIS ... 5th Dec.
ORENOLEAUX ... 1st Jan. 1929	ATHOS II ... 19th Dec.
PORTHOIS ... 15th Jan.	D'ARTAGNAN ... 2nd Jan. 1929
ATHOS II ... 29th Jan.	SPHINX ... 16th Jan.
D'ARTAGNAN ... 29th Jan.	G. METZINGER ... 30th Jan.

We can issue Through Tickets to Egypt, Suez, Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said or Djibouti.

COMMERCIAL LINE

For DUNKERQUE via PORT-SAID, ORAN, ALGERIA, HAMBURG, ROTTERDAM, (ANTWERP).

For Full Particulars, apply to—

CH. DE MESSAGERIES MARITIMES

Telephone: C. 35, 36, 37, 38, 39.

8, Queen's Building.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

October 1st.

Linan, British str., 1,256 tons, Capt. C. Mather, from Shanghai, which port she left on September 25th, with a general cargo, lying at buoy No. 88.—B. & S.

Luchow, British str., 1,221 tons, Capt. O. M. Jones, from Amoy, with a general cargo, lying at buoy No. 88.—B. & S.

Salabangka, Dutch str., 4,135 tons, Capt. D. Ouweland, from Foochow, with a general cargo, lying at buoy No. A8.—J.C.J.L.

October 2nd.

City of Exeter, British str., 3,351 tons, Capt. A. S. Rear, from Singapore, which port she left on September 28th, with a general cargo, lying at buoy No. 11.—Bank Line.

City of Wellington, British str., 3,625 tons, Capt. C. Nelson, from Hankow, with a general cargo, lying at buoy No. A3.—Bank Line.

Cremor, Dutch str., 2,764 tons, Capt. G. J. Hartman, from Singapore, which port she left on September 28th, with a general cargo, lying at buoy No. A4.—J.C.J.L.

Del Mar, Japanese str., 1,292 tons, Capt. K. Yageta, from Canton, lying at O.S.K. Wharf.—O.S.K.

Kingpin, British str., 1,548 tons, Capt. D. J. Smartan, from Bangkok, which port she left on September 28th, with a general cargo, lying at buoy No. A24.—B. & S.

Sonchor, British str., 1,594 tons, Capt. W. Culloch, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.

Takada, British str., 6,949 tons, Capt. J. G. Lindon, from Japan ports and Amoy, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

CLEARANCES.

October 2nd.

Birchbank, for Haiphong.

Cheongshing, for Tientsin.

Cremor, for Swatow.

Empress of Canada, for Shanghai.

Halldor, for Bangkok.

Halldor, for Swatow.

Kwang Sang, for Swatow.

Linan, for Canton.

Luchow, for Canton.

Michael Jensen, for Swatow.

Salabangka, for Manila.

Sarpedon, for Singapore.

Shin Hing, for Macao.

Sonchor, for Swatow.

Tak Hing, for Autau.

Tjikembang, for Batavia.

Tjikong, for Swatow.

Yingchow, for Shanghai.

ON SALE.

BOUND VOLUMES OF THE HONG KONG WEEKLY PRESS, January to June, 1928.

With Index, Price—\$7.50.

On Sale at the HONG KONG DAILY PRESS OFFICE.

PASSENGERS.

Arrivals.

The following passengers were on board the s.s. Takada which arrived here on October 2nd from Japan and Amoy:—Mrs. W. Dewhurst, Mr. M. Motumal, Mr. S. B. Karr, Mr. Tam Poon Guan, Mrs. Lin Chuan Nin, Mrs. Chang Soon Nin, Miss Lin Mei Nin, Mrs. Ng Kivan Liang, Mr. Soo Boon Guk.

Departures.

The following passengers left here on October 2nd by the s.s. President Lincoln for Seattle via ports:—Mr. D. W. Atwater, Mrs. S. N. Atwater, Mrs. H. W. Watson, Mrs. E. M. Merrick, Mr. W. McGibson, Mr. W. H. J. Cambier, Miss B. C. M. Mulder, Mr. E. Laure, Mr. Lam Leung Yee, Mr. Jung Tung Chung, Mr. Ly Van, Mr. Lam Kui Yew, Mr. Mui Ngok Pang, Mr. and Mrs. F. S. Carpenter, Mr. C. D. Hong, Miss Lee Pao Ying, Mr. L. Blum, Mr. Pang Wah Huen, Mr. Chan Yick Sam, Mr. To Hing, Mr. and Mrs. H. J. James, Mrs. Pak Ching Mo, Mr. and Mrs. Chan Lau, Mr. T. H. Schneider, Mr. and Mrs. J. Manrique, Catherine Cemeinhardt, Mrs. R. Fessum, Mrs. J. Ch. Kooiman, Miss Ch. L. J. Kooiman, Mr. Moy Gin, Master Moy Gug Jung, Mr. Choy Kit Pang, Mr. Moy Wing Chuen, Mr. Lee Nam Po, Mr. G. Lee, Mr. J. E. McKenna, Mrs. Dong Shee, Mr. and Mrs. H. Ling, Mrs. Li She Tso, Mr. N. F. Milner, Mrs. Yip Ming, Mr. Lee Gin, Mr. A. Rashin, Mrs. To Tze Pok, Mrs. Wong Kit Kwai, Master Wo Mon Man.

The following passengers leaving on October 3rd for Marseilles and London via Singapore by the s.s. Sarpedon:—Miss J. C. Lawford, Mr. J. McTaggart, Miss M. McGindle, Sir Eric and Lady Stuart Taylor, Miss L. Stuart Taylor, Master R. Stuart Taylor, Miss E. Butler, Mr. H. C. Whittall, Mrs. A. G. Coppin, Mr. R. G. S. Kay, Miss D. K. S. Woods, Mr. and Mrs. W. E. Orchard, Master W. D. Orchard, Mr. Khoo Boo Gay, Mr. P. Gasille, Mr. L. Gasille, Mr. R. J. Barker, Mr. A. Laws, Mrs. E. A. Laws, Master F. H. Laws, Mr. and Mrs. Mayer and Master Meyer, Mrs. G. S. M. North, Miss J. M. North, Mrs. G. Parkison, Master C. Parkison, Mr. H. S. Soderlindh, Mr. W. H. Whitehouse, Mrs. D. Whitehouse.

The following passengers left here on October 2nd by the s.s. Siberia for San Francisco, via Keelung, Shanghai and Japan ports:—Mr. and Mrs. D. Yamane and two children, Father Vicente, Mr. K. Ashikari, Mr. T. C. Hards, Mrs. K. M. Elzeir, Mr. J. da Silva, Mrs. L. da Silva, Mr. and Mrs. K. Yamanishi, Mr. C. J. Kellner, Mr. D. Miyazaki, Miss L. Froehard, Mr. M. Yamanaka, Mrs. M. L. Greer, Dr. and Mrs. J. E. Garland, Rev. and Mrs. N. F. Silsbee, Mr. E. E. Garland, Mr. Lee Foey, Mrs. C. D. Warfield, Miss S. Richert.

SAVING LIFE AT SEA.

A PASSENGER'S TRIBUTE.

A correspondent has sent the Times an account of the experience which fell to the fortune of himself and other passengers in the s.s. Argonaut when the vessel was four days out on its homeward voyage from Kingston, Jamaica, to Avonmouth. On August 24th, in the first dog watch, one of the passengers fell overboard while the ship was going at full speed. "But," the correspondent writes, "for the resourcefulness and alacrity of Vernon, the steward, who immediately threw a lifebelt to the man, and the speed of Second Officer Ireland in getting on to the bridge to telegraph to the engine room to stop the engines, as well as immediately causing the quartermaster to get the helm hard about so that the ship could circle round the spot where the man disappeared, the ultimate story would be different. In a few moments after the two warning blasts of the ship's siren the crew, to the number of 108, were at their stations. Captain Scudamore, D.S.C., being on the bridge, at once asked Chief Officer Dodd to lower the starboard lifeboat, hoping that the drowning man would be found on the side on which he disappeared; but, although the boat was lowered most expeditiously, no one could detect him on the surface of the water. It was apparent, therefore, that he had disappeared in the vortex of the propellers, as by this time the starboard engine was again in action to expedite the completion of the circle. He could not be found anywhere until Captain Scudamore, with his binoculars, scanned the sea on the port side and found the poor man clinging to the lifebelt about a mile away. Second Officer Ireland immediately had the port lifeboat lowered, and the superb seamanship of him and the crew was able to complete the rescue. "The resourcefulness of those in command," the correspondent concludes, "coupled with the promptitude and discipline of the crew, cannot but fortify—if that is possible—the assurance of our faith in those who go down to the sea in ships, and of whose deeds of heroism few have the privilege of being witnesses, as I have been."

The Argonaut is a vessel of 8,746 tons, owned by Elders and Fyffes, Limited.

To the Publishers:

"HONG KONG WEEKLY PRESS"

11, ICE HOUSE STREET, HONG KONG.

Please send me the

"Hong Kong Weekly Press"

from ... 1925 to ...

addressed as follows:—

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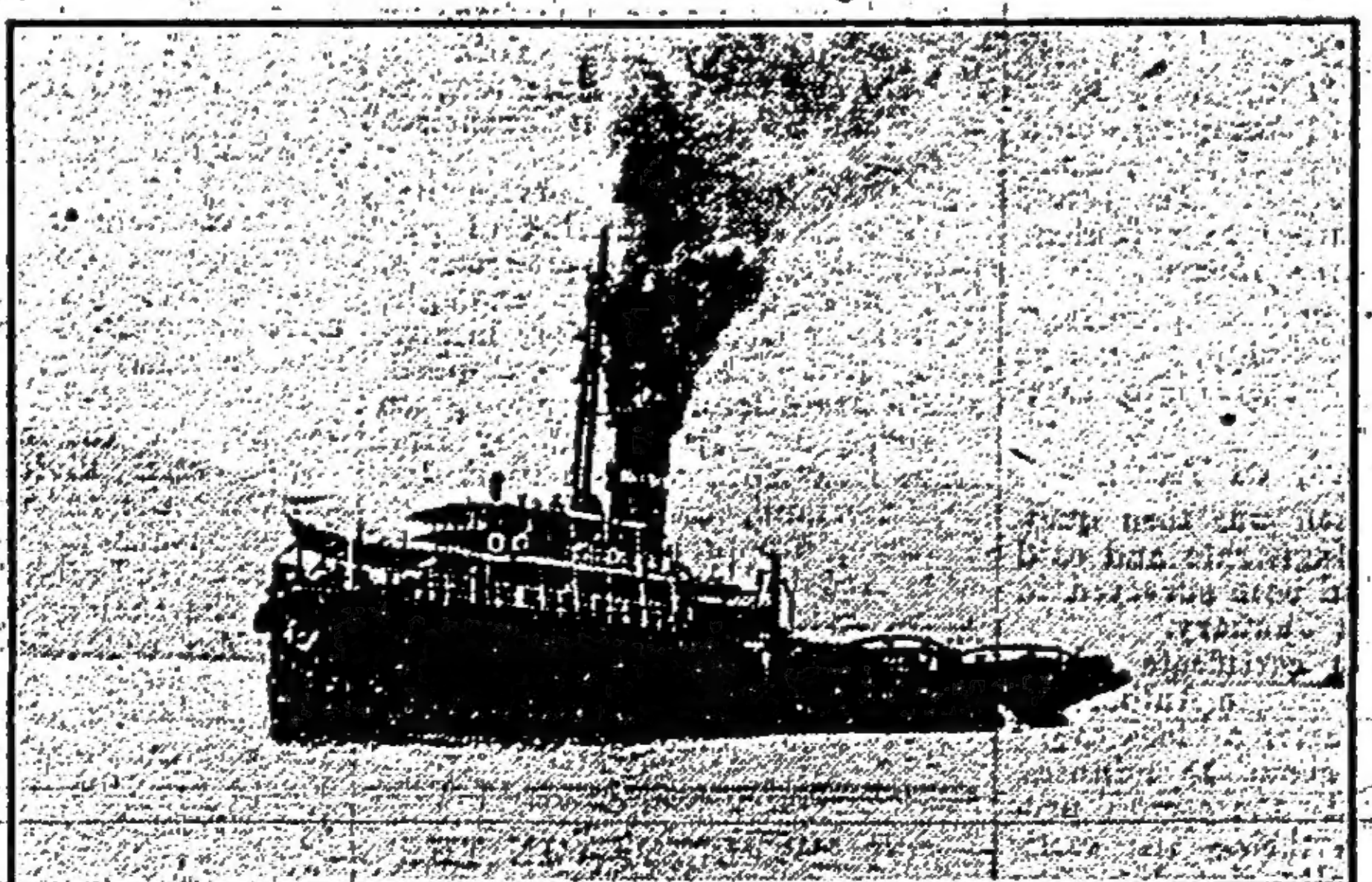
\$15.00 per annum for delivery in Hong Kong.

\$15.00 per annum to any part of the world (including postage).

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.  
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165' 6", Breadth 34' 6", Depth 17' 6", I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

E. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	Steamer	Date
TSINGTAU via SWATOW & SHANGHAI	"HUPANG" "KWAISANG" "HANGSANG" "FOOSANG"	Sun. 7th Oct. at 7 a.m. Wed. 10th Oct. at 7 a.m. Sun. 14th Oct. at 7 a.m. Wed. 17th Oct. at 7 a.m.
OSAKA via AMOY, SHAL MUJI & KOBE	"NAMSANG"	Thurs. 11th Oct. at 7 a.m.
SHANGHAI via AMOY	"SUISANG"	Sun. 21st Oct. at 7 a.m.
CANTON	"KWAISANG"	Satur. 6th Oct. at 5 p.m.
SINGAPORE	"FOOSANG"	Fri. 5th Oct. at 3 p.m.
STRAITS & CALCUTTA	"HOSANG" "AUTSANG"	Fri. 12th Oct. at 3 p.m. Wed. 17th Oct. at 3 p.m.
TIENTSIN	"CHIPSHING"	Tues. 9th Oct. at 4 p.m.
SANDAKAN	"MAUSANG"	Thurs. 18th Oct. at 3 p.m.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.  
GENERAL MANAGERS.

Telephone: CENTRAL No. 316.

GLEN LINE.

FARE, HONG KONG TO LONDON 222.

(To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.)

Motor Vessel "GLENAPP" ...	(via Oran)	31st Oct.
Motor Vessel "GLENSHIEL" ...	(via Oran)	14th Nov.
Motor Vessel "GLENBEG" ...	(via Oran)	14th Dec.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARNARVONSHIRE" ...	14th Oct.
Motor Vessel "GLENBEG" ...	29th Oct.
Steamship "PEMBROKESHIRE" ...	15th Nov.
Steamship "GLENIFFER" ...	25th Nov.

For Freight, Passage and further Particulars, apply to—

JARDINE, MATHESON & CO., LTD.  
AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class ...	£73.	Intermediate class ...	£48.
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THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON  
Cabin class ... £80.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Schlesien" ...	departure 13th Oct.
S.S. "DERFELINGER" ...	departure 20th Oct.
Freight S.S. "Gneisen" ...	departure 9th Nov.
Pass. S.S. "HAARBUCKEN" ...	departure 17th Nov.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.  
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

Through Bills of Lading issued to all parts of the world.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)  
JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class ...	£76.00.	Intermediate class ...	£45.00.
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Freight M.S. "Trave" ...	due here 13th Oct.
Pass. S.S. "HAARBUCKEN" ...	due here 21st Oct.
Freight S.S. "Falk" ...	due here 7th Nov.
Pass. S.S. "COLENZ" ...	due here 13th Nov.

MELCHERS & CO.,  
AGENTS, HONG KONG.

Telephone C. 6378. 8, Chater Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	Friday, the 5th Oct. at 2 p.m.
HAIYANG	Tuesday, the 9th Oct. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round-Trip Tickets will be issued from Hong Kong to Fookchow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARPAK & CO.,  
General Managers.



## CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.  
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

## SAILINGS 1928.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPERESS OF FRANCE	Nov. 24	Nov. 27	Dec. 1	Dec. 3	Dec. 12
EMPERESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPERESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPERESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPERESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)  
Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

FOR CHRISTMAS AND THE NEW YEAR HOLIDAYS  
"EMPERESS OF FRANCE"

Leaves Hong Kong November 28th, due to arrive Vancouver December 15th, in sample time to enable passengers destined to Canada or United States points to reach home for Christmas. For passengers destined to Europe, connection may be made with the s.s. "Montreal" from St. John, December 21st, reaching Liverpool December 28th.

## HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Oct. 16	Oct. 18	EMPERESS OF RUSSIA	Oct. 19
Oct. 30	Nov. 1	EMPERESS OF ASIA	Nov. 2

## CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES  
PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department	Tel. C. 752.	Cables: "GACANPAC."
Freight and Express	Tel. C. 42.	Cables: "NAUTILUS."

## N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES  
\$120, \$115, \$110, \$105, \$100, via SAN FRANCISCO, OAKLAND, and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... .. Wednesday, 17th Oct.

TENYO MARU ... .. Tuesday, 20th Oct.

KOREA MARU ... .. Tuesday, 13th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

FUSHIMI MARU ... .. Saturday, 6th Oct.

HAKOZAKI MARU ... .. Saturday, 20th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... .. Wednesday, 24th Oct.

MISHIMA MARU (Calla Zamboanga) ... .. Wednesday, 31st Nov.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU ... .. Thursday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

RAKUYO MARU ... .. Monday, 12th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... .. Tuesday, 9th Oct.

NEW YORK and BOSTON via PANAMA.

TOBA MARU ... .. Sunday, 21st Oct.

LIVERPOOL via Port Said, Genoa & Marseilles.

LIMA MARU (Calla Glasgow) ... .. Sunday, 21st Oct.

CAIRO via Singapore, Penang & Rangoon.

GENOA MARU ... .. Monday, 8th Oct.

TOKUSHIMA MARU ... .. Friday, 19th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... .. Thursday, 18th Oct.

SHANGHAI, KOBE & YOKOHAMA.

TOYOOKA MARU ... .. Wednesday, 2nd Oct.

HARUNA MARU ... .. Monday, 15th Oct.

TSUBUGA MARU ... .. Tuesday, 16th Oct.

† Cargo only. Subject to alteration without notice.

For further information, apply to—

NIPPON YUSEN KAISHA

Telephone: Central No. 292 (Private exchanges to all Depots).

KONINKLYKE PAKETVAART  
MAATSCHAPPY.

(ROYAL PACKET NAVIGATOR CO. OF BATAVIA)

THE MOTOR VESSEL

## "CREMER"

Due to call to SINGAPORE, BELAWAN, DELI and  
PENANG, on 11th October, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.  
English cuisine. Wireless telegraph.  
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)  
Service to destinations in the Netherlands East Indies  
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YONG BOUTHERN, CRANER ROAD.

Shipping News Daily Statement, Waterfront News,  
Vessels Expected, etc.YESTERDAY'S FREIGHT  
RETURNS.

IMPORTS REMAIN GOOD.

THROUGH FREIGHTS SHOW  
INCREASE.

The Colony's imports for the period ending at 9 a.m. yesterday remained about average but through freights were better by about 2,000 tons. Only eleven arrivals and ten departures were shown of which three arrivals and five departures were British vessels. Eleven vessels discharged 11,967 tons of general merchandise for this port of which three British ships contributed 1,133 tons. Two Japanese vessels were best carriers. The s.s. *Genzan Maru* from Port Redon had 4,300 tons of limestone, while the s.s. *Amagiri Maru* from Milke had 2,300 tons of general cargo. Seven vessels carried 16,739 tons of through cargo of which 6,639 tons were carried by three British vessels. The s.s. *Pennsylvania* (U.S.A.) was best carrier with 4,999 tons of copra and lumber, while the s.s. *Sarpedon* (British) from Dairen and Shanghai carried 4,929 tons of general cargo.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	3	5
Japanese	3	1
Norwegian	0	2
Chinese	1	2
Dutch	2	0
American	2	0
Total	11	10

## VESSELS EXPECTED.

American Mail Line.

President Madison, Oct. 8th.

Anstralian-Oriental Line.

Changste, Oct. 8th.

Taiiping, Nov. 6th.

Bank Line.

City of Wellington, October 5th.

City of Eastbourne, October 10th.

City of Khio, Oct. 20th.

City of Perth, Oct. 27th.

City of Chester, Nov. 23th.

City of Lahore, Dec. 8th.

City of Madras, Dec. 22nd.

Sea Line.

Hennmachthi, Oct. 6th.

Blue Funnel Line.

Proteus, October 6th.

Atyannaz, October 10th.

Onia, October 13th.

Calchas, October 16th.

Talithybis, October 16th.

Agapenor, October 17th.

Antenor, October 18th.

Diomed, October 20th.

Eurylochus, October 20th.

Purphus, October 24th.

Patroclus, October 31st.

Cyclops, November 8th.

Izion, November 8th.

Deucalion, November 8th.

Perseus, November 12th.

Menelaus, Nov. 13th.

Hector, Nov. 14th.

Elenus, Nov. 17th.

Titan, Nov. 20th.

Tyndareus, Nov. 25th.

Apollonius, Nov. 27th.

Glaucus, Nov. 30th.

Telmachus, Dec. 6th.

Philoctetes, Dec. 9th.

Dardanus, Dec. 12th.

Aras, Dec. 17th.

Thesus, Dec. 23th.

Atrous, Dec. 29th.

## British-India and Apcar Line.

Talamba, Oct. 11th.

Takliwa, Oct. 13th.

Canara, Oct. 17th.

Talma, Oct. 23th.

Talma, Oct. 29th.

Canadian Pacific Line.

Empress of Russia, Oct. 15th.

Empress of Asia, Oct. 20th.

Empress of Canada, Nov. 18th.

Dodwell & Co.

Toronto, October 10th.

Dollar S.S. Line.

President Hayes, Oct. 6th.

President Pierce, Oct. 13th.

East Asiatic Co., Copenhagen.

Chile, Oct. 15th.

Malaya, Oct. 24th.

Afrika, Nov. 6th.

Siam, Dec. 2nd.

Danmark, Dec. 20th.

Eastern and Australian Lines.

Ararua, Oct. 12th.

Tanda, Nov. 5th.

St. Albans, Dec. 3rd.

Glen Line.

Carnarvonshire, October 14th.

Glenagey, Oct. 29th.

Glenagey, Oct. 31st.

Pembroke, Nov. 12th.

Gleniffer, Nov. 25th.

Hamburg-Amerika Line and

Hugo Stinnes Line.

Carl Legien, Oct. 9th.

Burgeland, Oct. 11th.

Ruhr, October 29th.

Sachsen, Nov. 11th.

Duisburg, Nov. 23rd.

Oldenburg, Dec. 6th.

Saarland, Dec. 21st.

Java-China-Japan Line.

Tjimanock, October 5th.

Tjilboet, Oct. 8th.

Tjinaroca, Oct. 10th.

Tjikarang, Oct. 15th.

Tjialak, Oct. 19th.

Tjikini, Oct. 22nd.

Tjisondari, Oct. 24th.

Messageries Maritimes.

D'Artaign, October 9th.

General Messager, October 9th.

Paul Lect, October 23rd.

Sphinx, Oct. 23rd.

Andre Lebon, Nov. 7th.

Chenoucaux, Nov. 21st.

Portos, Dec. 5th.

Athos II, Dec. 18th.

Nippon Yusen Kaisha.

Genoa Maru, to-morrow.

Fushimi Maru, Oct. 5th.

Tokushima Maru, Oct. 7th.

Kanagawa Maru, Oct. 8th.

Awa Maru, Oct. 10th.

Taiyo Maru, Oct. 13th.

Yenag Maru, Oct. 14th.

Tsuruga Maru, Oct. 13th.

Haruna Maru, Oct. 14th.

Dakar Maru, Oct. 17th.

Mishima Maru, Oct. 18th.

Wakasa Maru, Oct. 18th.

Hakozaki Maru, Oct. 18th.

Toba Maru, Oct. 20th.

Akita Maru, Oct. 21st.

Ceylon Maru, Oct. 21st.

Lima Maru, Oct. 21st.

Aki Maru, Oct. 23rd.

Kitano, Oct. 23rd.

Tenyo Maru, Oct. 23rd.

Norddeutscher Lloyd, Bremen.

Schlesien, Oct. 13th.

Trave, Oct. 13th.

Saarbrücken, Oct. 21st.

Pfalz, Nov. 7th.

Coblenz, Nov. 18th.

Peninsular and Oriental.

Kidders, Oct. 12th.

Macedonia, Oct. 12th.

Morea, Oct. 12th.

Jeppore, Oct. 13th.

Karnala, Oct. 19th.

Khyber, Oct. 20th.

Khiva, Oct. 27th.

Mirzapore, Nov. 1st.

Kashmir, Nov. 2nd.

Malwa, Nov. 9th.

Naldera, Nov. 23rd.

Mantua, Dec. 7th.

Kalyan, Dec. 21st.

DAILY WATERFRONT  
NEWS.

THE S.S. "PENNSYLVANIA."

[BY LONGSHOREMAN.]

A new name appeared in the Harbour Office Reports of arrivals for yesterday, the s.s. *Pennsylvania* (U.S.A.) which was entered as best cargo carrier for through ports with 4,999 tons of general cargo.

This vessel was ascertained to be the former *West Nomenclum* which has made frequent calls to the port. The s.s. *Pennsylvania* is now owned by the State Steamship Corporation of Portland Oregon, for whom the Columbia Pacific Shipping Company are the local agents. The vessel is commanded by Captain G. J. Linnander and has a crew of 30 Americans.

## Atlantic Deck Passengers.

Four vessels brought 2,214 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

## MERCHANT SHIPS IN PORT

The following merchant vessels were in port yesterday at 9 a.m.:—  
British: *Linan*, *Zuchow*, *Sarpedon*, *Cheong Shing*, *Halvard*, *Kalgan*, *Chinkua*, *Baron Belhaven*, *Empress of Canada*, *Kwong Sang*, *Hai Yang*, *Yunnan*, *Lahore*, *Lok Sun*, *Kwei Yang*, *Apoey*, *Birchmont*, *Halda*, *Protestant*, *Hydrangea*, *Ting Chow*, *Pong Tong*, *Phanpenh*, *Samatra*, *Seangsee*, *Pook Sang*.  
American: *Pennsylvania*, *President Lincoln*.  
Norwegian: *Prosper*, *Norviken*, *Hellas*, *Proetus*, *Dukat*, *Halldor*, *Torger*, *Haudefjord*.<



